

SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

A WEEKLY NEWSPAPER FOR SEAFARING FOLK AND THEIR FRIENDS.

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YARNS.

XXXVII.

THE SAILOR'S CHOICE.

Twas in the London season

A friend asked me to go,
To see the sights his reason,
With him in Rotten Row.

A hungry shark then dodging,
Who'd followed me up there,
We left that fellow's lodging
And gained the open air.

And soon the Park we entered,
And by the Row we strolled,
Where rank and wealth are centred,
And Fashion's tide is rolled.

As to and fro kept riding,
The folks of high degree,
My chum his fate was chiding,
And asked which I would be.

Amid the throng of Fashion
An amorous belle and beau,
Whose gaze betrayed their passion,
Were riding to and fro.

And as the would-be mated
Went by with gay curvet,
I said, nor hesitated,
“I'd be that youth, you bet.”

XXXVIII.

A SMUGGLER'S STORY.

“You warn't to know 'ow I came to lose this 'ere finger, sir?” says an old salt to me one day, when I was strolling about Winchelsea, and had got into a talk with him as he sat mending a big brown fishing net.

“Warl, sir, if I tells yer, ye'll on'y shake yer 'ed, and say ‘Sarve yer roight, Fuggle,’ loike parson did t'other day, when 'e cum and sat down on that there tub yonder, and sez, sez 'e:

“‘Fuggle,’ 'e sez, ‘don't 'e get tired now and then o' hunting over them old nets, and a-mending of 'oles?’

“Warl, parson, I moight, sez I, ‘on'y I arn't sot 'ere allus, a'-hunting in these nets. I 'ad a bit o' fun when I was a young 'un, and when I feels dull loike, I thinks o' the old toimes, till I feels young agin, and goes off with the smugglers roight and hearty.’ Yes, sir, I sez, sez I, that's 'ow I lost my finger.

It wor a black night in November, with ne'r a moon, nor stars to be seen, and we'd landed a cargo from France all safe; a rare good haul; baccy, there wor, cigars, two or three kegs of brandy, and some fine silk handkerchiefs. Oh! and didn't one or two

on 'em make the gals perlite to us; and so easy to get father out o' the way, when they knew they'd get a purty smart handkerchief, with maybe a kiss into the bargain; they didn't object to serve us jolly fellows then, especially at the ole Half Moon, down there in the middle of the marsh, where we used to liquor up arter we'd brought our cargo up stream in a boat, and afore we started to drive across country to Tenterden with it. Warl, sir, this 'ere noight all our traps were stowed away in the dog-cart which stood ready in the coach'ouse, with the mare eatin' er' ed off in the stable; while in the parlour, Meg Twycross, the land-lord's darter, was a-filling of our pewters with 'er own fair 'ands.

“It's a rough noight,” sez she, “to drive across the marsh. Why don't ye boide 'ere, and take the cart on by dawn?”

“For Meg 'ad a tender heart under all 'er mischievous ways, and I think she would 'a been sorry if I'd a-tumbled into one o' them cussed ditches, and broke my neck, arter giving her fine lace enow to trim a Sunday gown, and I warn't say but summat more along wi' it. And she looks at me in 'er saucy way, and just as she speaks, afore I could answer, there cum a great thump on the front doore, which we'd taken the percorntion to bolt, and Meg drops the jug and sez, all hoarse loike:

“‘Fly, lads, it's the 'cise men.’

“Warl, we looks at one another.

“‘Will the doore stand?’ asks one chap.

“‘No,’ sez Meg, ‘that game woan't do, father'll lose his licence then. You run and put the mare to, and I'll keep 'em here for ten minutes.’

“So off we scampers out o' the back doore, while she goes, all perlite, to let in the 'cise men at the front. It wor dark when we stumbled out into the coach'ouse, and we'd furgot the lantern in the confounded 'urry, so back into the kitchen I goes for a loight, and 'ears Meg a-talking to the two men in the parlour, a-telling 'em there warn't a man aboot the place, and so she'd locked the doore fur safety, when up jumps one on 'em and twigs me by the fire.

“‘Yer lie, gal,’ sez 'e, and 'e's arter me, loike a cat by a mouse, when I slaps the back doore in 'is face, and runs with the matches to the stable.

“‘Quick, Jack,’ sez I, to t'other chap, ‘put the mare to, and drive for loife.’ Out busts the 'cise man, a-swearin' and a-puffin', but Meg was afore 'im, fur she slips out o' a back winder, and lets the doorg loose, a big, yellow beast, and 'e rushes at the man, and gets between 'im and the

doore, and barks and growls till the 'cise man runs round the 'ouse for the front door, with Bowser arter 'im, and me and Jack a-larfin fittosplit our soides ; but Meg 'ad locked the front doore and put the key in 'er pocket. Then out cumms t'other 'cise man from the back to see what all the row was about, and Bowser makes a run for 'im, and up 'e jumps onto a shed roof, and 'ollers for 'is comrade, who peeps round the 'ouse, and fires 'is pistol at me, when Bowser sets at 'im, and off 'e went right away down the road, and Bowser cumms back to see to t'other, who was just a-thinking 'e moight get off the shed. And Meg all the while a-calling of the dorg in so sweet a way, and telling the 'ciser 'e wudn't boite, though she knew better, and kip 'em up to it.

"Seize 'im, at 'im, old boy, boite 'im,' sez she, just soft for Bowser to 'ear. Then she sees me a-looking at my finger, which that brute 'ad blown keen off, and she runs up to me, and binds it up with the scarf from her neck, which I had given 'er, a fine Frenchy one. And she drops a tear on it, and gives me a kiss right under the nose o' that 'cise man a-shaking up 'is roof, and 'I'll manage 'im,' sez she, 'e wont be sorry fur a drop o' something hot to bring 'is sperrits up when Bowser lets 'im off, so drive yer hardest.' And up we jumps and off we goes, with our hearts in our mouths and a cheer on our lips for jolly Meg, and on'y one finger left behoind."

THE BOMBAY police have discovered a secret traffic in guns, revolvers, and ammunition sent from Bombay in bales of goods to the Afghan frontier tribes. Four Afghans have been convicted and sentenced to two years' imprisonment each.

TRADE RETURNS.—The trade and navigation returns for the month of September have just been issued by the Board of Trade. They showed an increase in the imports and a decrease in the exports. The imports for the month amounted to £28,414,372, being an increase of £1,222,778. For the nine months of the present year the increase in imports was £14,185,421. The exports for the month amounted to £19,603,660, being a decrease of £230,170 ; while for the nine months the exports showed an increase of £11,132,128. The decrease in last month's exports was chiefly in yarns and textile fabrics, while the chief increase in imports was in articles of food and drink, and in metals, especially copper.

THE BARQUE "CAMBRIAN."—Advices from Valparaiso furnish full particulars of the foundering of the Liverpool barque *Cambrian*, 639 tons, during the destructive storm there on the 16th ult., and the drowning of her entire crew, save Captain Armstrong and an apprentice named Frederick Massan. The cables of the *Etoile du Sud* having broke, she drove down on the *Cambrian*, and from the bumping of both vessels the French barque foundered, and the *Cambrian* sank soon afterwards, carrying down with her the first mate, J. Brison ; second mate, T. Richmond Frew ; carpenter, Henry Nelson ; steward, Robert Edison ; sailmaker, J. J. Foxon ; seamen, Walter Gillis, P. E. Johnson, J. Benwick, J. Shools, J. Payne, W. Wickman ; and apprentices, Robert Dyer, G. W. Fielding, and George Smith ; also the mate and four seamen of the French barque who had clambered on board of the *Cambrian*, and another seaman was killed by falling spars. An apprentice of the Liverpool barque, named Frederick Massan, who is only 14 years of age, owes his life to his conspicuous bravery and indomitable courage. When he found that his vessel was sinking he jumped overboard, and resolved to reach another ship. After a terrible struggle of an hour's duration he succeeded in getting under the lee of the British barque *Glendory*, but being so exhausted he was unable to take hold of the line that was thrown to him, and a bight had to be thrown over his body, and in this way he was hauled on board and promptly attended to. The body of Mr. T. Richmond Frew, second mate of the *Cambrian*, was afterwards found floating in the bay.

SEAFARING DISASTERS.

Vivide, brigantine, of Faversham, went ashore in Northfleet Hope, Essex, but was towed off at high water.—*Bernicia* (s), of Newcastle, from Smyrna to London, anchored off Dover with propeller out of order.—*Rapid*, Norwegian brig, from Newcastle for Soderhamn, laden with coals, went aground at Saltholm, but got off with assistance. Agreement made for 1,200 kroner.—*Refundo*, in ballast, from Liverpool, went ashore at Merlimont, but got off.—*Lincolnshire* (s), put into Milford Haven with machinery broken down.—*West Australian* at Fremantle on October 3rd, all well. Whilst at sea a fire broke out on board. Cargo jettisoned to the extent of about 90 tons. Not much damage done to vessel.—*Tacito*, Italian barque, from Rosario for Genoa, cargo hard wood, has put into Buenos Ayres leaking badly, and will discharge for repairs.—*Adelaide Baker*, British barque, for Pensacola, put back leaking badly.—*Fusi Yama*, from St. Petersburg, arrived at Grimsby for bunkers, with a heavy list, had thrown deck cargo, pit props, overboard.—*Baltic*, Swedish brig, from Boness for Denmark, laden with coals, foundered in the North Sea ; crew saved and landed at Dundee by the *Treve*, brig.—Ship *Scottish Glens*, of Liverpool, for Sydney, whilst being towed down the River Thames, went ashore just below Southend Pier, but got off and proceeded.—*Mathilde*, Norwegian barquentine, from the Baltic, timber, in towing up the River Usk grounded opposite Spittal Point, but was expected to float following tide.—Telegram from Mauritius, via Colombo, states : *Vellore* and *Thornhill* arrived with slight damage. *Umzinto* arrived September 21st, with mainmast cut away and loss of main and mizen topmasts.—*Trader*, of Liverpool, from Clonakilty for Newport, Mon., has been towed into Newport, Mon., with cutwater carried away and other damage, having been in collision with the steamer *Shagbrook*, of London.—Telegram from Hamburg states that the French barque *Carioca*, from Tocopilla, with nitrate, &c., grounded at Schulan, but will probably float following tide.—*Blue and White*, British schooner, which left Saffi August 21st for the United Kingdom, with beans, was lost at sea on the night of September 12th, through striking a floating wreck. Crew saved by Prince of Monaco's yacht, and landed at L'Orient.—Lloyd's agent at Port Said telegraphs, October 9th : *Martaban* (s), from Rangoon, to the United Kingdom, has been towed back to Port Said by the *United Service* steamer, with shaft broken.—*Catherine*, brig, of Whitby, has been abandoned off Winterton in a sinking condition. Crew saved by lifeboat, and landed at Winterton.—*Empress* (s), of Dundee, for Cartagena, in coming out of the Tyne Dock, collided with the German steamer *Ariadne*, and received damage to port boats and davits. She proceeded on her voyage. When a short distance from land a defect in her machinery was discovered, and she returned to the Tyne for repairs.—*Perm*, Danish steamer, from Hull for Libau, has been towed into Frederikshavn with machinery disabled.—*Sindh* (s), which went ashore on Point Domingo off the coast of the Island of Samos on October 1st, has floated.—French brig, *Osmairy*, from Rouen for Malmö, sank near Terschelling ; crew saved by the Norwegian barque *India*, and afterwards transferred to the fishing steamer *Diana*, which landed them at Bremerhaven.—*Rogoland*, Norwegian brigantine, from Archangel for Bristol with tar, has put into Stavanger with pumps choked ; cargo will have to be discharged.—*Alexei*, Russian barque, from Kola for St. Petersburg, arrived at Bergen leaking and with loss of rudder, and will probably have to discharge.—Telegram from Pernambuco states that the French steamer *Villa de Maranhao* reports having fallen in with the British steamer *Muscotte*, Montevideo for Liverpool, October 2nd, lat. 2 N., long. 31 W., with tail-end of shaft broken. Proceeding under sail.—Steamer *Tolfaen*, Liverpool for Ireland, with grain, when 10 miles off Ormes Head, shipped a heavy sea, and was thought to be going down. Five of the crew took to the boat, which capsized, the five men being drowned. The steamer was assisted to Menai Straits by the Llandudno lifeboat crew.—Report from Copenhagen states that the Swedish barque *Arctic*, from Lulea to Hull, timber, was aground at South End, Amack.—*Chanticleer* (s), London for Newport, in ballast, put into Portsmouth with slight leak in boiler.—Telegram from Bordeaux states :

Norwegian barque *Emily* and Russian barque *Svea* at moorings, in swinging at flood collided. Former vessel badly, latter slightly damaged.—Lloyd's agent at Elsinore telegraphs October 9th : *Josephine*, Russian schooner, from Cherbourg for Hango, in ballast, and the *Anna Bertha*, German barque, have been in collision, and both have put back and brought up in Elsinore Roads, badly damaged.—Lloyd's agent at Hoganas telegraphs October 9th : *Arctic*, Swedish barque, from Lulea for Hull, has put into Hoganas after being ashore at Helsingborg, jettisoned a part of deckload, and will discharge and go into dock for repairs.—With reference to the report telegraphed by Lloyd's agents at Coquimbo relative to a fire in the cargo on board the *Clydebank*, the following is a copy of a message received by the owners from the master: "Coals caught fire ; are making good progress with the discharge ; cargo partially damaged." Since the vessel arrived at Coquimbo on September 15th, the owners assume that the discharge must therefore have been pretty well advanced before the fire was discovered.—Lloyd's agent at Amsterdam telegraphs October 9th : *Nicolaas*, Dutch ship, Harlingen for Hersonas, has gone ashore on Rigchel, near Vlieland, and remains.—Lloyd's agent at Cardiff telegraphs October 9th : The *Jeanne d'Arc*, steamer, with pitwood, ashore at Breaksea, has been towed to Penarth Roads and proceeded to dock.—*Gaboon* (s), previously reported stranded near Southport, Wilmington, has been got off and safely anchored in the river.—*W. B. Ferguson*, British steamer, put back to Gibraltar, October 9th, with machinery out of order.—*Mauritania* (s), detained at Gibraltar, blow off cock out of order.—Lloyd's agent at Shields telegraphs : *Olga* (s), loaded, collided with two tugs doing considerable damage, and also run into and sunk one of the Commissioner's buoys in Newcastle harbour.—*Voltaic*, for Belfast, which should have sailed from the Mersey last Monday night, sunk in Clarence Dock ; water level with rail at high water.—Lloyd's agent at Algiers telegraphs, October 9th : *Hilda*, British barque, from Trapani for Gloster, America, cargo, salt, put into Algiers with loss of topgallant yard and some sails.—Norwegian barque *Nor*, Cronstadt for Montrose, with timber, was abandoned Friday night in North Sea, masts were cut away, and sinking fast. Crew taken off by *Grenville* (s), and landed at Shields.—Quebec telegram states : *Mary Campbell*, British barque, New York for Montreal, with coals, is ashore at Matane.—Telegram from Bremen states that German steamer *Kurs*, from Petersburg to Amsterdam, sunk October 7th, 63 miles northwest of Weser, in 24 fathoms of water. Crew landed at Bremerhaven.—Steamer *Soveryd*, of West Hartlepool, Hartlepool to Pillan, coal, grounded on Saltholmen. Assisted off and towed into Copenhagen.—British steamer *Gipsy Queen*, from Middlesbrough, grounded in Elbe. Assistance sent.—*Ellendale*, smack, of Cardigan, parted cable and driven ashore, and was considerably damaged.—Lloyd's correspondent at Gravesend reports : *Orient*, barque, from Cochin and Mauritius, and the *Albatross* (s), from Bordeaux, were in collision, on Sunday night, off Gravesend. The *Orient* struck the *Albatross* on the port-quarter.—The *Guadalquivir* (s), from Havre, bound to London, Second Burner, master, went ashore across the mouth of Ciffe Creek. Struck coastguard causeway, damaging propeller and causeway. She was towed by tugs to Albert Dock.—*Vigilant*, schooner, of Montrose, from Stonehaven for Libau, with herrings, when about 150 miles off the land, had stormy weather, and heavy seas constantly swept the decks. A terrific sea broke on board, smashing bulwarks and stove in the hatches, flooded the cabin and forecastle. The vessel was then put about, and run to the Tyne for refuge, where she arrived without further mishap.—Lloyd's agent at Hong Kong telegraphs, October 8th : *Chaze*, British steamer, passed *Quapquag* with machinery broken down.—*Grenville* (s), from Lulea, laden with ore, arrived in the Tyne Sunday afternoon. The master reports, on 6th inst., about 2 p.m., when 145 miles east of Tynemouth Castle, fell in with the wreck of the *Nor*, Norwegian barque, from Cronstadt, laden with deals for Montrose. The captain and the crew, seven in number, abandoned their vessel, and were rescued by the lifeboat of the *Grenville* after great difficulty, and safely brought to the Tyne.—A cablegram from Mole, Hayti, reports : *Indiana*, British barque, has gone ashore at Tortuga, and requested that assistance might be sent. A tug sent. Vessel has

sustained no apparent damage; jettisoned a portion of cargo.—A telegram from Singapore reports: *Kildare* (steamer) has been abandoned in a sinking state. All hands saved except boatswain, carpenter, and two natives. The *Kildare* was an iron screw steamer of 2,277 tons, built at Sunderland in 1883, and owned by Messrs. Hudson and Son, Sunderland.—Lloyd's agent at Amsterdam telegraphs: *Luneburg*, British steamer, arrived at Ymunden, with loss of part of deck-load.—Lloyd's agent at Harlingen telegraphs, October 8th: *Aubrey Parker*, British schooner, from Uleborg for Chatham, laden with timber, has gone ashore and become a total wreck; the cargo may be saved.—Lloyd's agent at Cronstadt telegraphs, October 8th: *Princess Alexandria*, British ship, laden with deals for Lynn, has put back with damage to pumps.—A telegram from Bordeaux states: Lloyd's agent at Fayal reports, under date September 27th, that British steamer *Bentrack* (?) has been towed into Fayal by the British steamer *Alaska*, with loss of her screw and tail of shaft.—A telegram from Saigon, October 8th, reports: *Falkenburg*, German steamer, from Saigon for Hong Kong, put into Tourane with steering gear seriously damaged, deck swept, propeller lost and rudder sprung. Captain died at sea; will be towed to Hong Kong by the *Carisbrook*.—Lloyd's agent at St. John's cables: *Curlew* (s), returning from Labrador, damaged, but to what extent not yet known, propeller broken.—*Earl Wemyss*—A telegram from Barbadoes, dated October 5th, states: Saved, Captain McKinlay, Campbell, Grubb, Murdoch, Sharp, Brown, Dolen.—*Eldenope*, from Rangoon, at Liverpool, reports heavy gales off the Cape, and sustained considerable damage to ship, boats, &c., as well as cargo.—*Arctic*, previously reported ashore near Copenhagen, was assisted off by a svitzer steamer. Examined by divers, and keel found to be entirely gone.—British steamer *Blythwood* has arrived at Copenhagen with machinery deranged.—A Wilmington telegram states: Steamer *Gaboon* stranded near Southport. Must lighten. Steamer sent to her assistance.—Telegram from Lloyd's agent at Solombal reports: British brig *Orion*, laden with deals, stranded Archangel Bar.—Steamer *Edendale*, Odessa, for Hull, and steamer *Essex*, Pernoviken for Hull, collided Hull Roads Monday evening. *Edendale* was cut down below water's edge port side, and was beached outside Albert Dock Promenade, where she remains, afterhold partly filled. *Essex* sustained considerable damage to stem, and entered Victoria Dock.—Lloyd's agent at Coquimbo cables: *Clydebank*, barque, of Glasgow, arrived with cargo on fire. The fire was extinguished, and the cargo discharged, much damaged.—Lloyd's agent at Malaga telegraphs: *Heinrich and Catharina*, Russian barque, from Riga, is discharging her cargo, deals, much damaged.—*Brazilian*, barque, laden with wool, reported stranded at Sandviken, Oland, and full of water.—*Lorne* (s), from Konigsberg, passed Gravesend, bound up, with stem damaged. It is reported that she was in collision with the *Gordonia*, steamer, outward bound, at the Nore.—*Gefion*, Danish schooner, of Aeroskobing, from Northfleet to Leith, with cement, was abandoned on the 4th inst., in the North Sea in a sinking condition. Crew landed by fishing lugger *Scud*, of Lowestoft.—A telegram from Omega reports *Sirius* struck stones, had rudder damaged, and leaks. She put into Pushbacka River. Repairing impossible.—*Centaur* (s), of Liverpool, in entering Roath Basin, struck the quay, making a hole in her starboard bow.—Lloyd's agent at Gibraltar telegraphs, October 6th: *Laforte*, French schooner, and *Whickham*, British steamer, were in collision nine miles east of Europa. The former sank. Master drowned. The latter was only slightly damaged.—*Helen M'Gregor*, steamship, of Glasgow, bound to Glenarm from Portrush, light, put into Loch Ryan with engines disabled.—Steamer *Clairement*, of Newcastle, from White Sea for Gloucester, cargo deals, put into Stornoway with loss of part deck cargo and damage to deck gear, having experienced a hurricane of Lofodens. The steamer proceeded after coaling.—Danish schooner *Frederiksvag* and Norwegian brigantine *Fortuna* have been in collision four miles east of Rock of Gibraltar. Former received injury to port bulwarks and stanchions; latter proceeded.—Russian ship *Betty*, which left Cronstadt September 30th, has put back to Carlserona, having been ashore at Penisari.—*Gracie* (s), of and from London, whilst lying in Tyne Dock basin,

was run into by the steamer *Ferndale*, of Sunderland, from London, and received considerable damage to stern, &c.—*Magnolia* (s), of Sunderland, from Tripoli, esparto grass, grounded on the Black Middens, but afterwards floated with assistance, and proceeded up the Tyne apparently undamaged.—Telegram from Hong Kong, October 6th, states that the *Lydia* (s), from Hamburg, and *Zambesi* (s), from Saigon, have arrived with decks swept.—Tug *Thistle* put into Portsmouth Saturday night, and reports having lost between the Nab and the Owers a raft consisting of 100 balks of timber which she had in tow, bound from Southampton for Newhaven.—*India* (Swedish barque), from Lisbon to Stockholm, salt, while at anchor in Elsinore Roads, had stern stove in by collision with Norwegian barque *Falken*, Christensen.—*Einigkeit* (German brig), Wallis, Danzig to Grimsby timber, has been towed into Elsinore with windlass broken.—*Sir Robert Sale*, Captain Taylor, in ballast, has been wrecked in Oran Bay. All the crew saved, and landed at Oran (Algeria).—British steamer *Brampton*, with grain, stranded on the rocks at Rabbit Island, Dardanelles. Port side plates damaged; making water; position dangerous.

A telegram from Halifax states that the captain of the National Line steamer *Queen*, which arrived there last Wednesday from England, reports that when off the banks of Newfoundland in a dense fog at 3 a.m. on the 5th. inst., she ran down the fishing schooner *Madeleine* of Granville, striking her amidships and causing her to sink immediately. The captain, the two mates, and the cook of the *Madeleine* were saved, but the remainder of the crew, 20 in number, all perished. The *Queen* herself by the collision lost foretopmast. The *Madeleine* was starting for Havre at the time.—The two following vessels, which have previously been referred to as overdue, were posted at Lloyd's October 10th, as missing, viz.:—*Christina*, of St. Andrews, New Brunswick, which sailed from Swansea for Cape-town with steam coal, on May 9th last, was passed on fire on May 16th, in lat. 46 N., long. 8 W.; and the *Trevelyan*, of Southampton, which sailed from Glasgow, for Dunedin, Otago, with general cargo on March 22nd last, was spoken on March 31st, in lat. 46 N., long. 14 W.—*Gozo*, of Hull, which sailed from Gravesend October 9th, for Riga, returned at two o'clock next morning with furnace damaged.—A telegram from Dunbar, October 10th, reports: *Unity*, laden with herrings, fell over in the harbour, and is making much water, cargo being discharged to repair damage.—*British India*, from Grimsby for Portland, Oregon, with coals, arrived at Falmouth October 10th, with crane of topsail yard carried away.—A telegram dated from Corfe Castle, October 10th, reports: *Dew-Wyn*, schooner, from Milford for Southampton with railway iron, struck on Kimmeridge Ledge at 5.30 a.m. today, but afterwards came off and proceeded.—*August Marie*, brig, of Cherbourg, from Fecamp for Sunderland, in ballast, Croiser master, has been towed into Great Yarmouth harbour by tug and boatmen, with loss of rudder. No agreement.—*Excelsior*, screw launch, of Hull, from Amsterdam for Middlesboro', Harrison master, has put into Yarmouth harbour, short of coals and with machinery disabled.—*Trio*, schooner of Guernsey, collided with the *Fairway* (s), of London, off the Nash Point, Bristol Channel, on the 8th inst., whilst on passage from Glasgow to Newport. The steamer was struck on the bridge, starboard side; one plate holed and several dented. The *Trio* was towed into Cardiff.—*Mount's Bay* arrived in Gibraltar, October 10th, with crank pin brasses broken.—A telegram from Hamburg states: The British steamer *Urbino*, bound hence to Savannah, has grounded at Teufelsbrucke, and remains.—Cablegram from Mole (Hayti), states: *Indiana* arrived October 9th, all well. Cargo jettisoned consisted of 540 barrels of cement.—*Jane*, brig, of Aberystwith, Buenos Ayres for Hamburg (hides), arrived at Dover, October 10th, leaky, having stranded on Goodwin Sands. Agreement £10.—Telegram from Constantinople states: Steamer *Boileau* stranded off Karabournou, 8th inst., jettisoned 150 tons grain and refloated.—Steamer *Auricula* touched ground in the Dardanelles, refloated 9th, and proceeded.

THE Theatre of Varieties at Dundee has been almost totally destroyed by fire. It was first opened in 1810.

HOTEL DIRECTORY.

A BERDEEN.—ADELPHI HOTEL, Adelphi-court, Union-street. Comfort and moderate charges.

BATH.—YORK HOUSE FAMILY HOTEL. Established 1765. First-class Establishment, with numerous suites of elegant Apartments for Families and Gentlemen. Tariff revised and moderate.

E. ASHCROFT, Proprietress. And at St. Vincent's Rocks Hotel, Clifton.

BATH.—WALDRON'S PRIVATE HOTEL, 2, Queen's-square. Comfortable suites of rooms for large or small families.

BIRMINGHAM.—GREAT WESTERN HOTEL. First-class accommodation for Families and Commercial Gentlemen at moderate rates. Centrally situated, and replete with every comfort. Night Porter. Stock Rooms.

BIRMINGHAM.—ALBION HOTEL, Family and Commercial, Edmund-street and Livery-street, opposite Great Western Station. Moderate charges. Night Porter.

JOHN NUTT, Proprietor (late North Western Hotel, Stafford).

BRIGHAM.—HAXELL'S MARINE HOTEL. By a cash system originated here, Visitors can estimate their expenses to a shilling per diem. Visitors en pension 10s. 6d. daily; no extras whatever; most liberal board and charming rooms. To Visitors, not en pension, Apartments, 2s. 6d. Drawing Room and Bedroom, en suite, 8s. 6d., 10s. 6d., 12s. 6d. per day; breakfast, 1s. 6d.; luncheons, 1s. 6d.; dinner from 2s. 6d.; service, 1s. 6d. The Hotel is conducted with the same liberality and attention to detail that has rendered his London Establishment so popular.

E. NELSON HAXELL, Proprietor.

Bristol.—VICTORIA HOTEL, Family and Commercial, Temple Gate, nearly opposite to and within three minutes' walk of the Great Western and Midland Terminus. Open for the Night Mails.

F. BAILEY, Manager.

Bristol.—GRAND HOTEL, Broad-street, Bristol. Centrally situated. Spacious Coffee, Commercial, Billiard, and Stock Rooms. First-class cuisine and every home comfort. Omnibus meets trains. Charges strictly moderate.

Bristol.—CLIFTON DOWN FAMILY HOTEL. Facing the Suspension Bridge Clifton. For Families and Gentlemen.

HARRY F. BARTON, Manager.

CARDIFF.—PARK HOTEL. Now open for the reception of Visitors; 150 luxuriously furnished rooms. "Everything that can tend to increase the comfort of the occupants has been carefully studied. Throughout the Hotel the most minute attention has been paid to sanitary matters. An air of refinement and elegance pervades everything everywhere. The most complete arrangements have been also made in the matter of Stock Rooms and Baggage Rooms for the convenience of Commercial Gentlemen."—*Vide Public Press*. Moderate tariff.

GEORGE W. CLARE, Manager.

DIEPPE.—GRAND HOTEL. Facing the Sea. First-class Family House. Price en pension from 10 francs a day.

G. DUCONDERT, Proprietor.

DOVER.—DIVER'S CASTLE HOTEL, close to railway stations and Admiralty Pier, whence steamers depart. Facing Sea. Good views. Moderate charges. Best attention. Telegraph or write.

HASTINGS.—QUEEN'S HOTEL. Delightfully situated on Carlisle Parade, South aspect, facing the Sea. Redecorated. Contains elegant suites of Apartments and single rooms. The largest and most handsomely furnished Public Rooms in Hastings and St. Leonards. Hydraulic Passenger Lift. Electric Light. Table d'Hôte at Seven. Separate tables. Tariff on application to WILLIAM GLADE, Manager.

ISLE OF WIGHT.—ROYAL PIER HOTEL, Sandown. Unrivalled spot for sea bathing, boating, fishing, &c. Magnificent Sea View from all Public Rooms, Sitting Rooms, and principal Bedrooms.

LIVERPOOL.—SHAFESBURY TEMPERANCE HOTEL, Mount Pleasant. Three minutes' walk from stations. Containing over 100 rooms. Excellent accommodation for Families and Commercial Men. Charges moderate. Night Porter. Bed and attendance from 2s. 6d.

LIVERPOOL.—CREWE'S HOTEL, 88 and 90, Duke-street. Established 1840. Single Bedroom, 2s. Meat Breakfast, 1s. 6d. Table d'Hôte daily; three courses. Plain Tea and Toast, 1s. No attendance charges. Smoke Rooms, Bass's Beer, &c.

IN THE DOG WATCH.
BY ALL HANDS.

Nelson's historic flagship, the *Victory*, is to be out of dockyard hands by the 23rd prox. No lover of the sea can grudge the £10,000 of national money which has gone towards rendering her watertight and fit for another 100 years of honourable existence. It is a pity, though, that the usual Trafalgar Day demonstration will this year not be possible aboard the fine old vessel as she will then be still in the hands of the shipwrights.

People who take pride in maritime enterprise will share our regret in having to note the confirmation of the report of the return of the *Labrador* without having accomplished the object of her voyage, which was to co-operate with the *Phoenix* in opening a trade route to Siberian ports.

It appears that on September 27th Captain Wiggins found drift ice in the Jugor Straits, but at some distance from the land the sea was quite open, and the walrus sloops had been as far north as lat. 75 with a clear sea. Winter gales were setting in, so Captain Wiggins deemed it imprudent to proceed to the mouth of the Yenisei, as he would be so late in returning, and it was very doubtful whether the *Phoenix*, even had she reached the river, would have waited so late for him. He, therefore, reluctantly returned to Vardoe.

"But," it is added, "some satisfaction is felt at having ascertained that even in such an unusually severe season the Kara Sea is navigable to a vessel like the *Labrador*. Captain Wiggins brought to Vardoe four crews of the five walrus sloops that had been wrecked in the ice early in the summer."

As the present writer has had the privilege of meeting Captain Wiggins more than once, and has made a trip or two in the *Labrador*, he is the more sorry to hear of the ill luck of this year's enterprise.

A paperhanger, a man who wanted to take care of the captain's horse, a gardener, and a man who wanted to be what he calls "the ship's roofer," have, according to our New York contemporary, the *Seaboard*, been among the candidates for admission to the American navy. As many a seaman knows to his sorrow, a good many hands to be met at sea now are about as useless there as grooms and gardeners.

Letters received from the Mediterranean squadron at Volo state that while the vessels were on their way there from Salonica "they encountered so strong an easterly gale that the sea was unpleasantly felt by the low free-board ships."

Quite so. These new-fangled and uncanny craft—if the term craft can indeed be applied to them, for the term is associated with a thing of beauty—seem generally to make very bad weather.

It is announced that somebody at "Philadelphia has invented a

patent appliance for a hawser which is intended to prevent a rat from climbing up on a vessel." The patent, we are told "is an appliance shaped like a funnel, over which the varmints can neither crawl nor climb. If this invention should work it would make the patentee a fortune; but old sailors don't think that anything can keep rats out, and they declare that if they (the rats) could not get on board ships any other way they would swim out and crawl up the slippery sides of the boats." So the *Philadelphia Record* says.

On this we must remark that it is a pity that the ingenious Yankee does not patent an invention for protecting sailors against land sharks.

It is interesting to note that the question has been raised before the Supreme Court of California whether the sinking of a vessel becoming unmanageable by reason of the bursting of her boilers, came within the meaning of "perils of the sea" as legally defined. It appears that the court has decided that the loss did not come within the meaning of "perils of the sea" as defined by the civil code of California, nor as understood in the law of marine insurance generally.

A Liverpool paper says:—

"News has come to hand of the crew of her Majesty's ship *Opal* having been kept on salt provisions for eighty days. The vessel, which is attached to the South Pacific squadron, was detailed to visit the numerous islands in the Southern Archipelago; and as no fresh meat could be obtained in such an inhospitable region, 180 officers and men on board had for the period mentioned to live on salt meat, biscuit, and preserved potatoes; they have not, however, suffered any serious consequences."

On this one of the crew of SEAFARING remarks: "My first voyage was to Vancouver's Island in a sailing ship from England round Cape Horn. We were 186 days on the passage, and had salt provisions all the time, except once a month, and very bad the provisions were—much worse than anything to be found in the navy."

The Foreign Office reports furnish us with some interesting facts with regard to the Canadian Pacific line of steamers, which commenced running in May last between Japanese ports and Vancouver. Nine steamers since May cleared from Hiogo for the Canadian destination by way of Yokohama, and the quantity of freight carried by them across the Pacific amounted to 6,458 tons. Tea for Eastern Canada was the principal item in the cargoes.

It is pleasing to note, with reference to the belief entertained in Wales that the Government intended to close Pembroke Dockyard, that the First Lord of the Admiralty has written as follows to Admiral Mayne, M.P.:—

"The Admiralty have no intention of shutting up Pembroke Dockyard, and we shall continue to find work for the number of men employed there. The recent mobilisation has, in my judgment, shown what a strain would be imposed in war time on the large dockyards, where the great bulk of ships must be commissioned, and I am not disposed to add to that strain by giving them in addition the work which the smaller yards can usefully perform."

The natives of British North Borneo have "got 'em on." They are showing a daily increasing preference for the coat and trousers of civilisation! Cloth is said to be displacing fabrics made of bark which have hitherto been in favour in the interior. We trust tailors and fashion plates are also among the imports to Borneo!

The natural resources of the country are reported to be magnificent. There is a vast supply of timber in the country, and, in view of the scarcity of the same throughout the East, Sandakan is likely to become the chief timber port in these seas. Tennyson's *Locksley Hall* hero should go and increase his kind in Borneo, as population is above all things needed; only 6,000 acres of the land are in the hands of Englishmen, the Dutch are comparatively few in number, and Chinese immigration is actually welcomed.

Here is a bit of good news:—Three slave dhows are reported to have been captured off Mocha on the 16th of last month. The captor was H.M. *Osprey*, and in the struggle the four slave captains met their deserts, and were killed. Of the slaves four were killed and four wounded, so that the Arabs probably congratulated themselves on being quits with the dogs of infidels who will not let them carry on their merry little traffic in peace.

Among the latest nautical novelties is a boat propelled by electricity. She is meant for a Thames pleasure boat, and was launched on Monday, and is described as

65½ ft. long, 10 ft. beam, and designed to carry eighty passengers, with a mean draught of 22 in., 12½ tons displacement, at six miles an hour, as regulated by the Conservancy by-law. The electrical machinery and storage being placed below the deck fore and aft, leaves a clear run of the whole length of the boat for passengers. In the middle is a handsomely-fitted cabin, with lavatories, dining table, &c. The electricity is stored in 200 Electrical Power Storage Company's accumulators, and is converted into power by two motors of 7½ horse power each, driving twin three-bladed propellers by Thornycroft and Co. The hull is constructed with a primary view to the comfort of the passengers, and is of bright mahogany and teak throughout. The whole has been designed and built by Mr. W. Sargeant, electrical launch builder, Chiswick. This is the first of a series intended for the Thames, others, it is stated, being now laid down.

The end of a well-meant, but ill-fated, enterprise—to which reference has already been made more than once in these columns—was witnessed at Dundee last week, when the schooner, *Queen of the Dart*, was exposed for sale by warrant of the sheriffs, and knocked down, after what is described as a brisk competition, to Mr. Thomas Craven, of London, for £170. It may be remembered that this vessel was recently overhauled and fitted out "for the Arctic fishery, and in connection with a mission to the Esquimaux in Cumberland Gulf"; but the expedition fell through, and an action for wages raised in the Dundee Sheriff Court resulted in the issue of a warrant for the sale of the ship, the sheriff, in giving judgment, deprecating the notion of "fishing for men and whales at the same time."

October 13, 1888.

PASSED EXAMINATIONS.

Return of Masters, Mates and Engineers reported to have passed examinations, and to whom certificates have been issued during the week ending October 6th, 1888.

Note.—Ex. C. denotes Extra Master; O. C., Ordinary Master; 1 M., First Mate; O. M., Only Mate; and 2 M., Second Mate. S.S. denotes Steam Ship Certificates.

FOREIGN TRADE.

Name.	Grade.	Examining Board.
Sharpe, Joseph	1 M	London
Wood, Charles Geo.	2 M	London
Jones, George N.	2 M	London
Little, George Herbert	O C	London
Cheriton, Harry	1 M	London
Bishop, John R.	O C	London
Davies, David	O C	London
Cohen, Joshua	1 M	London
Blacklin, Alfred E.	Ex. C	London
Sandeman, Wm. S.	Steam	London
Neilson, Edward A.	2 M	Liverpool
Shields, George A.	2 M	Liverpool
Hollingsworth, A. E.	2 M	Liverpool
Learmouth, Andrew	2 M	Liverpool
Bramhall, William C.	1 M	Liverpool
Langshaw, William E.	1 M	Liverpool
Wilson, Robert	Ex. C	Liverpool
Osborn, Albert	1 M	Liverpool
Jenkins, Thos. H.	1 M	Liverpool
Trant, Alfred W. V.	1 M	Liverpool
Hinman, Robert	2 M s s	S. Shields
Barker, Rowland R.	2 M	S. Shields
Twaits, Jno. Geo.	O C	S. Shields
Fox, Alfred P.	1 M	S. Shields
Sutte, Thomas K.	O C	S. Shields
Whittingham, Thos.	O C	S. Shields
Elsener, Ferdinand	O C	S. Shields
Smith, John S.	O C	S. Shields
Corney, Harry D.	Compass Deviation	S. Shields
Kemp, Horatio L.	2 M	Cardiff
Heard, Wm. Hy.	1 M	Cardiff
Tasker, Harry N. R.	1 M	Cardiff
Stewart, John	{ 2 M Fore & Aft } Glasgow	Glasgow
Kerr, Thos.	Ex. C	Glasgow
Organ, John M.	O M	Plymouth
Lochead, James	1 M	Greenock
Abrahamsen, J. T.	O C	Greenock
Rhode, Adolph H. H.	1 M	Dublin
Stephen, Robert	1 M	Aberdeen
Stephen, Andrew R.	O C	Aberdeen
Kemp, George	2 M	Aberdeen
Balloch, Jas. Allen	2 M s s	Dundee
Allan, Jno.	O C	Dundee

ENGINEERS.

Buchan, Jno.	2	London
Brough, J. Thompson	2	London
Langham, Henry J.	2	London
Stephens, John W. T.	2	Cardiff
Evans, Charles George	2	Cardiff
Davies, David	2	Cardiff
Cornelius, Saml.	1	Cardiff
Schuler, Robert	1	Cardiff
Mabe, Edwin	1	Cardiff
Orrin, Chas.	1	Cardiff
Russell, Thos. Wm.	2	N. Shields
Henderson, Duncan S.	2	N. Shields
Dickinson, James	2	N. Shields
Scott, Ralph	1	N. Shields
Middleton, David	2	Glasgow
Glass, Thos.	2	Glasgow
Payne, George	2	Glasgow
Elder, Alexr. D	2	Glasgow
Bain, William	2	Glasgow
Davidson, Jno. G.	2	Glasgow
Robertson, Wm. D.	1	Glasgow
Morrison, John	1	Glasgow
Ross, John	2	Leith
Whitton, Frederick P.	2	Leith
Tubbesing, H. B. H.	2	Leith
Millar, Berwick	1	Leith
Honstein, Jean F.	1	Leith
Burn, Thomas C.	1	Leith
Stewart, James	2	Belfast

It is reported from Brisbane that a series of proclamations have been published with reference to the future government of New Guinea. They prohibit the supplying of natives with firearms, intoxicating liquors, or opium, and forbid all attempts to remove natives from their homes. The proclamations also provide for the adoption of the laws and gold-mining Acts in force in Queensland, with payment of rewards for finds of gold at the option of the administrator.

SEAFARING.

SEAFARING WAGES.

[FROM OUR OWN CORRESPONDENTS.]

LONDON:—The rates here are:—

MEDITERRANEAN AND CONTINENT:—

A.B.	..	..	£3 10s.	per month.
Firemen	..	..	£3 15s.	"
A.B.	..	..	£1 5s. to £1 8s.	per week.
Firemen	..	..	£1 5s. to £1 8s.	"

NEW YORK:—

A.B.	..	..	£3 0s.	per month.
Firemen	..	..	£3 15s.	"
Trimmers	..	..	£3 5s.	"

CAPE OF GOOD HOPE AND NATAL:—

A.B.	..	..	£3 10s.	per month.
Firemen	..	..	£4 0s.	"

AUSTRALIA:—

A.B.	..	..	£3 10s.	per month.
Firemen	..	..	£3 15s.	"

CHINA AND INDIA:—

A.B.	..	..	£3 10s.	per month.
Firemen	..	..	£3 15s. and £4	"

SAILING SHIPS (to all parts of the World):—

A.B.	..	..	£2 10s.	per month.
O.S.	..	..	£1 10s. to £2	"

LIVERPOOL:—The following are the rates ruling here for the places named:—

Stemmers.	Sailing Ships.
Calcutta, East Indies	3 0 0 Sailors
Australia, South Africa	3 10 0 Firemen
China, Brazil	2 15 0 Seamen
West Indies	3 10 0 Firemen
United States and Canada	3 10 0 Seamen
"	4 0 0 Firemen
"	4 10 0 Firemen
Mediterranean	3 0 0 Seamen
Baltic	3 15 0 Seamen
San Francisco, Valparaiso, S. America, Oregon	2 15 0
St. John, N. B.	2 15 0
West Africa	2 10 0 Seamen
"	3 0 0 Trimmers
"	3 10 0 Firemen
Galveston	3 5 0 Seamen
"	3 15 0 Firemen
Valparaiso	3 0 0 Seamen
"	4 0 0 Firemen
Cape de Verdes	3 0 0 Seamen
"	3 15 0 Firemen

GLASGOW:—Wages:—

A.B.'s southward, sailing	£2 10s.	; steam,	£3
Firemen, southward	£3 10s.	; Firemen, westward	£3 10s.

LEITH:—The wages here are:—

Steamers, home and foreign, Seamen	£3 10s.	; Firemen	£3 15s.
Sailingships, Seamen, £2 10s. to £2 15s.	"	"	"

BELFAST:—The wages here are:—

Sailing ships to Quebec	£3 5s.	per month, with one month's advance.
To Rio de Janeiro via Cardiff	£2 10s.	, with half month's advance.
To Demerara, via Ayr, £3, with a month's advance.	Steam, £3 10s.	; firemen, £4, with a month's advance.
Steam, £3 10s.; firemen, £4, with a month's advance; steam (weekly boats), seamen, £1 4s. to £1 8s.; firemen, £1 8s. to £1 2s.	"	"

PLYMOUTH:—The wages of seamen here are:—

To Quebec	£3 per month.
On the coast	£3 to £3 5s. per month.
On steamboats	£3 10s. per month.

WATER, £2 10s. per month.

NEWCASTLE-ON-TYNE:—Wages:—

Steamers, £3 10s. Seamen. Steamers, £3 15s. Firemen.	—Sailing Ships, £2 10s. to £2 15s. Seamen; weekly wages, £1 8s. Seamen (finding own food).
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HULL:—Wages here:—

Steamers, £3 to £3 5s. Seamen.	—Sailing Ships, £2 10s. Seamen.
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£2 10s. Seamen.

DUBLIN:—The rate of wages in this port is as follows:—

Deep sea voyages, £2 10s. per month, with usual allotment.

Channel steamers from 25s. to 27s. per week.

Runners to Cardiff or Newport: sailing, £2 10s.; towing, £2.

Liverpool: either towing or sailing. London, £2 10s.; sailing, £4 towing.

BRISTOL:—The rates here are:—

Per Month
£ s. d.
Sailing ships for Able Seamen 2 15 0
Sailing ships for Ordinary Seamen 2 0 0
Steam ships for Able Seamen 3 10 0
Steam ships for Firemen 4 0 0

SUNDERLAND:—Wages here:—Steamers, seamen, £1 8s.; firemen, £4 2s. 6d. and £4 5s.

Sailing Ships, to the Southward 3 0 0
Mediterranean sailors 3 10 0	
Quebec and Baltic sailors 3 15 0	

GRIMSBY:—Wages of A.B. Seamen:—

Sailing vessels, long voyages .. ..	.. .. 3 0 0
Sailing vessels, north of Europe .. ..	.. .. 3 10 0
Steam ships, A.B. Seamen, European Ports .. ..	.. .. 3 15 0

" Firemen 4 0 0

" No long voyages, Suez Canal, &c.

Weekly wages—Seamen and Firemen, £1 8s. Crew find their own food.

CORRESPONDENCE.

THE BOTTLE HOAX.

To the Editor.

DEAR SIR,—Enclosed I send a cutting from the *Detroit Free Press*, referring to a *pastime* of the people at an American watering-place. I don't agree with this kind of amusement, and should like your opinion on the same.

A CONSTANT READER.

The following is the cutting enclosed:—
"Every fishing crowd that goes out takes along several empty bottles. These are called 'special despatches,' and at certain points the despatch is written, securely corked up in the bottle and the bottle sent out to sea to be cast on the shore, no one knows when or where. The contents of the bottle average about as follows:—

"At Sea, ABOARD THE 'MAUD S.'

"August 12th, 1888.

"A party of 10 of us have been blown out to sea on board this yacht, which is dismantled and leaking. We are now 25 miles off the coast, and the boat cannot float another hour. We are all guests at the Mansion House, Atlantic City. The finder of this will be liberally rewarded if he will convey this note to Robert G. Black, No. 286, Lexington-avenue, New York. There are six women and four men of us. The others are weeding and praying as I write. Heaven help us, but it is hard to die in this way.

H. W. BLACK.

"This is looked upon as very funny, and is all the go, and for the next year these 'bottle despatches' will be the bane of the daily *Press*."

[Our opinion is that the authors of such a hoax ought to be punished.—ED. SEAFARING.]

SEAMEN AND THE TRADES' UNION CONGRESS.

To the Editor.

SIR,—Before me is a copy of your issue of the 15th inst., which I have read with the greatest pleasure, for in no other edition of *SEAFARING* was there so much matter appeared whereon the British seamen could congratulate themselves. Fancy the British seamen having three delegates on the Trades' Union Congress! A sure sign, I think, that poor Jack is at last taking a step in the right direction. Permit me through the columns of *SEAFARING* to thank Mr. H. Friend for the able manner in which he defended the British seamen against the proposed Widows and Orphans Pension Fund Bill, introduced into Parliament by Colonel Hill, member for Bristol, through the influence of Messrs. Watts and Scrutton, president and vice-president of the Chamber of Shipping. Now, sir, if those gentlemen are so desirous of benefiting the widows and orphans of deceased seamen, why not apply to the proper authorities for funds to carry out their benevolent ideas, for it is an evident fact that our forefathers contributed to the Greenwich Six

SOME SEAFARERS.

XV.

REAR-ADMIRAL BEDFORD PIM.

In an article in our last week's issue we made mention of the manner in which the pilots have just honoured the memory of one of her Majesty's "most faithful seamen." It is not often that the rank and file of seafaring men combine to pay such a tribute of respect to one who spent most of his life at sea on the quarter-deck. The fact that in this instance they have so combined is, therefore, the very highest testimonial to the character and career of the departed. Admiral Bedford Pim was indeed just such a man as sailors can understand and follow. As a writer in the *Standard* newspaper remarked at the time of his decease, he was "one of the last of the Old Guard." Like Admiral Rous, he belonged to the generation that has passed away—the generation of sturdy tars who believed in the individuality of the English sailor, in his hereditary pluck and versatility and love of tradition, rather than in the iron plates and mechanical glories of a new-fangled epoch. Pim was in fact a zealous and untiring worker in the cause of the seamen as such, and as stern and persevering a foe to anything which in his judgment might prejudice them. His peculiar Conservatism—we will not say political Conservatism—was indeed the result of his love for and knowledge of seamen. In the light of the latter, therefore, it behoves us to regard his quainter crotchets, such as his long-continued distrust of steam, his dislike of preserved meats as provisions, his fear of Free-trade, combined with his sentimental clinging to the memory of three-deckers, junk, pea-soup, and liberal allowances of lime-juice and rope's-end. In the same light we must certainly regard his wise and honest aversion to foreigners in the forecastles and dandies on the quarter-decks of our merchant ships. To put the matter in a nutshell, Admiral Bedford Pim was all for protection and preservation in matters nautical: he saw clearly the dangers that especially threaten the welfare of men afloat, and, like a wise physician, he sought, by building up their moral and social constitution from within, to overcome what attacked them and, through them, our whole polity, from without. But though Bedford Pim was at the time of his death, just two years ago, in some sort a voice from the past, he was in no sense an advocate of retrogression or example of dull uniformity. Indeed, his whole life-work is a triumphant assertion of the many-sidedness of English maritime careers. Since the time of Raleigh there has perhaps been no more versatile British tar. Born in 1826, and trained at the Royal Naval College, Bedford Pim was by turns merchant seaman, naval seaman, surveyor, explorer, fighter, engineer, financier, politician, journalist, author, man of science, and man of law. In the last-mentioned capacity he was called to the bar as lately as 1873. As a politician he represented Gravesend in 1874, and wrote much on the Eastern Question. As a man of science and journalist he was well-known to the scientific and literary worlds, and his lectures and pamphlets won him a name amongst them. His réputation as an engineer is based on his scheme for a canal through

Nicaragua—a scheme which England, alas! will not be the country to carry into effect.

But it is on the sea, and for the sea, of course, that he did his best and bravest work. He was at the bombardment of Sweaborg, and in command of a gunboat he did yeoman's service there. In the China war, too, he proved his metal before the Peiho forts, and returned to England seriously wounded. During the fifties and onwards to the close of the Crimean war, Pim was an impassioned advocate of the Franklin search expeditions. At one time he undertakes a mission to the Russian Court in order to lay before Czar Nicholas his plan for examining the Siberian coasts. The characteristic energy of his representations are said to have considerably surprised the haughty northern autocrat. At another time he heads a sledging expedition over the ice in the Northern regions, and virtually effects the North-West passage. That geographical quest has long since been abandoned; the Canadian Pacific Railway has rendered it unnecessary. But the personal courage, the wise patriotism, the active love of his fellow-seafarers, high and low, which characterised the strong and versatile spirit of Bedford Pim, are an example which, so far as British and indeed American seamen are concerned, no blast of innovation can ever destroy.

In 1850-1 M'Clure, in the *Investigator*, passed up Behring's Strait, whilst Captain Kellett, with Pim amongst his officers, sailed through Baffin's Bay in order, if possible, to co-operate with the first-mentioned commander. The search for Franklin was, of course, the object of both expeditions.

M'Clure wintered at the Princess Royal Islands, only about 30 miles from Barrow Strait. Unable to push on farther to the eastward, he brought his vessel into an ice-locked bay, where, for all we know to the contrary, she may be lying to-day. In the winter of 1851-2 he made a journey over the ice to Melville Island, where he left a record. Then he returned to his ship, and prepared to abandon her, with little hope of ever reaching help among the Hudson's Bay settlements. As good luck would have it, Kellett's men found the record, and it was at once determined to cross the ice-bound strait, separating the vessels, in order to acquaint the beleaguered crew of help being at hand. Lieutenant Pim was placed, as indeed he deserved to be, at the head of the rescue expedition. For 28 long days the sledges toiled over the uneven surface of the ice. On the 28th was enacted a scene which will long be famed amongst the annals of Arctic exploration. Brave Captain M'Clure, believing within himself that he and his would never again see face of civilised man, was walking near his ship, looking for a fit spot wherein to dig a grave for one of his men who had died the day before. Suddenly, in the offing, thereloomed up a strange human figure. It had the appearance of an Esquimaux: the fur clothing and wild gestures were those of a savage, but the face was black—black as ebony—and for long the crew of the *Investigator* thought it had emanated from the region of Davy Jones's locker. At last the demon gasped aloud:—"I'm Lieutenant Pim, late of the *Herald*, and now in the *Resolute*. Captain Kellett is in her at Dealy Island." Then man after man rushed forward to shake by the hand the smoke-begrimed herald of safety. Out of the workshops, up from the lower deck, out of the very beds of sickness they crowded to gaze on and greet their

deliverer. "Despondency," writes Captain M'Clure, "fled the ship, and Lieutenant Pim received a welcome, pure, hearty, and grateful."

Thus Bedford Pim, from the eastward, shook hands with the men who had, for the first time on record, travelled so far out of the west. And in this sense he was the first to effect the North-West passage. That geographical quest has long since been abandoned; the Canadian Pacific Railway has rendered it unnecessary. But the personal courage, the wise patriotism, the active love of his fellow-seafarers, high and low, which characterised the strong and versatile spirit of Bedford Pim, are an example which, so far as British and indeed American seamen are concerned, no blast of innovation can ever destroy.

Apropos of Bedford Pim, it may interest our readers to add that a relative of one of the staff of *SEAFARING* was one of Franklin's officers, who as recorded on the monument outside the Athenaeum Club, London, perished with the expedition, in search of which another relative twice went out. One of our staff, we may also add, sought a place in the expedition under Nares and Markham to discover the North Pole, but failing like so many other men who then volunteered, he addressed the following lines:

TO THE POLAR EXPEDITION.

"But pain is not the fruit of pain."

God speed you on your high emprise,
Till with its triumph earth shall ring,
And broad beneath the Polar skies
Old England's flag its cross shall fling;

And as it spreads triumphant there,
O, not alone shall it proclaim
Her sailors' valour, but declare
That light is blended with her name;

That she is foremost in the fight
For knowledge as for liberty,
That she is Bearer of the Light
As well as Mistress of the Sea—

That if she have degenerate sons
Who crave for her a smaller name,
In you the Sea-king blood yet runs
And burns the fire that made her fame.

Not yours the joy as brief as breath,

While thrilling strains of music swell,

To make one dash at glorious death,

As the Six Hundred charged at hell,

But death each hour to face for years,

'Midst Arctic solitude and night,

Whilst no applause your efforts cheers,

And Nature's self, not men, you fight.

Not all the conflicts earth has seen,

Not glistening steel nor cannon's roar,

On sea or land where'er men glean

Their laurels, called for heroes more—

The will that triumphs o'er despair,
The hand to do when Hope is dead,

The heart to suffer and to dare,

The soul by high ambition fed—

These England sends, and English hearts
And English hands before to-day
Have thrilled, have awed, the furthest
parts

Of earth in peace and foughten fray.

Then O God speed you, for your ships

Hold highest hopes; be yours to dare

Through Polar ice and Hope's eclipse,

And plant the flag of England there.

SAILORS AND THE LIFE SAVING APPLIANCES ACT.

A meeting of the Amalgamated British Seamen's Protection Society was held at the offices, Trafalgar Hotel, Leman-street, London, E., on Tuesday. Mr. William Paterson Lind, the hon. secretary, read several letters from seamen's societies in the out ports, *re* the choice of three A.B. representatives for the proposed Consultative Committee on Life Saving at Sea. So far, however, there appeared but little hope of any mutual agreement among the whole, each society having apparently different notions of the methods and ways to act in the matter; he was, however, glad to report to the meeting that the London societies had, after due consideration at several joint committee meetings, agreed to send a joint representative to be finally chosen at a special meeting to be held later, by the joint committees of the above-named society and the Seamen's Vigilance Association. It had also been mutually agreed to support the Liverpool society's candidate. There would, however, be some difficulty in respect to the third representative, inasmuch as there being one local society in Hull and two local and rival societies in Sunderland, each of which wanted to secure their own candidate's success, there was a general feeling both in London and Liverpool that the preference should be given to the oldest established of these societies to send an A.B. to represent the North and N.E. coast seamen. A letter was read from the secretary of Lloyd's thanking the committee for its suggestions in respect to signal stations, and after various other business was transacted the meeting adjourned until after the final adoption of a joint candidate to represent the London societies.

A special meeting of the United Mariners' Benevolent Society was held on Monday night at the society's office, 7, Mariners'-parade, Liverpool, to consider the question of electing three able seamen on the Consultative Committee, in connection with the Merchant Shipping (Life Saving Appliances) Act. Mr. Williams, the vice-president of the society, presided. Mr. Matthew Callaghan, the secretary, read the official communications from the Board of Trade in reference to the question, also copies of letters which he had sent, and replies received from the different seamen's societies in London, Sunderland and Hull. He said the United Mariners' Benevolent Society was established in 1866, and since then they had enrolled some 10,000 qualified members and paid several thousands of pounds in benefits to seamen in cases of sickness, accident, and distress, through shipwreck and other causes, in addition to grants made to the widows, and other relatives of deceased members, most of whom were lost at sea. As a society of practical sailors they had consistently dealt with every vital question affecting the interests and welfare of British seamen, in numerous petitions and memorials to Parliament and the Board of Trade, especially with a view to the Manning and Equipment of ships, and for the prevention of loss of life at sea. The Life Saving Appliances Act would deal with life-boats, life-buoys, and other equipments, and the committee to be appointed in connection with the Act are to consist of representatives of the shipowners, shipbuilders, underwriters, and practical navigators, to be selected by their respective bodies, including three practical sailors to be selected by recognised seamen's societies. He had corresponded with the other seamen's societies in London and the North of England, with a view of arriving at an amicable conclusion in reference to the selection of three suitable men. One or two societies had suggested a system of voting which their society and others did not agree with, on the ground that it would not be satisfactory to all concerned in accordance with the requirements of the Act. As their society was established for upwards of 22 years, and the only seamen's society in Liverpool, they claimed the selection of one suitable member to serve on the committee. The seamen of London would also expect to select a suitable man, and, no doubt, the seamen of the North of England would endeavour to arrive at the same conclusion. A suitable and qualified member to represent the society was then selected and adopted, and the following resolution, proposed by Mr. King, seconded by Mr. Stephenson, and supported by the chairman, was unanimously passed—"That the

United Mariners' Benevolent Society of Liverpool claim to be represented by a qualified member to serve on the Consultative Committee in connection with the Merchant Shipping (Life Saving Appliances) Act, and we trust that three practical men, selected respectively on behalf of the seamen of Liverpool, the seamen of London, and the seamen of the North of England, may be duly elected and appointed, in accordance with the requirements of the Act, and in the interests of the seamen of the country and all concerned."—This concluded the business, and a vote of thanks to the chairman terminated the proceedings.

THE PILOTS' CONFERENCE.

On the last day of this gathering, at Bristol, it was resolved:—"That, in the opinion of this conference, the evils now complained of, viz., the employment of unlicensed men, should be remedied by an alteration in the law, which now puts the onus of proof on the pilot to prove a distinct order of navigation given by the unlicensed man, whereas, if the onus of proof is on the captain to show for what purpose the unlicensed man was on board his ship, and the nature of the acts done by him, it would meet the case, and would be following the spirit of the law as to persons found on licensed premises at illegal hours, and a heavy money penalty to follow conviction. That steam towing vessels shall when towing vessels in pilotage districts be eased or caused to go slow when within reasonable distance of a pilot vessel displaying the proper pilot signal and belonging to the port to which the ship may be bound, and that the master or others in charge, or others on or belonging to such steam towing vessel, shall not, by signal or by any act or sign, direct the course of any such vessel towed by them after a duly licensed pilot shall have spoken such vessel, whether such services have been refused or not."—On the motion of Mr. Colquitt, seconded by Mr. Gore (both Liverpool delegates), it was resolved "That 90 per cent. of the total amount of the dues paid by certificated masters and mates of vessels is a fair and proper proportion to go direct to the pilots' annuity fund." The following resolutions were also passed:—"That, in the opinion of this conference, the practice of pilotage authorities licensing pilots in districts over which they have no jurisdiction should be discontinued. That this conference condemns the action of the Cork Commissioners in granting pilotage certificates to pilots for piloting in waters where they have no power for granting the same. That in the opinion of this conference the master of every vessel subject to compulsory pilotage, and having no licensed pilot on board, shall, on entering any pilotage district in which the employment of a pilot by law is compulsory, display the usual signals for a pilot, and continue to do so for such a distance as the pilotage authority of the district may determine; and the master of every such vessel shall afford the same facility for receiving a duly licensed pilot on board as is now afforded by section 378 of the Merchant Shipping Act of 1854, to the London pilots stationed at the approaches to the south channel of the Thames. That this conference reiterates the previous demand of the pilots that certificates shall not be granted to aliens. That the proportion of gross savings of the owner of a ship, through his exemption from pilotage dues, which shall be paid to the pilot funds shall be at the rate of 25 per cent. That the nautical assessor to be appointed in any appeal to a County-court judge to sit at such appeal shall be a duly licensed pilot in active service." In reference to the last resolution but one, several delegates advocated 50 per cent. instead of 25, but the 25 per cent. obtained a majority of votes, and was carried. In committee a resolution was carried asking that compulsory pilotage in and out of Cardiff should be restored and extended to Nash Point. Another resolution called upon members to join the death fund, and decided that upon the death of a member three pence levy should be made for his dependents. On the motion of Mr. Gore, Liverpool, the conference affirmed the principle of pilotage service being necessarily a limited one, and where necessary the number should be reduced.

Captain Cawley was re-elected president, and London was fixed as the next meeting place.

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Benevolent Branch operations, consisting of casual relief to Widows left destitute, and pensions to aged and incapacitated Shipmasters, Officers, and Seamen. Funds are raised by public contributions, annual subscriptions, donations, legacies, collections on board ships and on shore by friends, and in boxes, &c.

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NOTICES.

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Seafaring.

THE ORGAN OF THE SEAFARING CLASS.

SATURDAY, OCTOBER 13th, 1888.

"WE are extremely glad to see that the sailors of Great Britain have, like us, an organ to represent and advocate their interests. We have received the first six numbers of SEAFARING, and think it a delightful and interesting little journal, and a worthy champion of the sailors' cause." So says the Pacific Coast Seamen's Union, which has just passed the following resolutions:— "Whereas, the Amalgamated Seamen's Union of Great Britain and Ireland has extended an invitation to the Coast Seamen's Union of the Pacific Coast, requesting us to elect delegates to represent our body at the International Conference of Seamen to be held in England in October; and whereas, it is impossible for us to comply with the request of our brethren across the water owing to the short notice which we received. Be it, therefore, resolved that we send our hearty congratulations to all delegates and constituents of the Convention, and in particular to the Amalgamated Seamen's and Firemen's Union of Great Britain and Ireland. That we feel confident that endless good cannot fail to accrue for the seafaring class as a whole from this inaugurate step. That a vote of thanks and appreciation be tendered to the Sunderland Branch of the British Seamen's Union for their kind invitation to our Union, and copies of these resolutions be forwarded to the Sunderland Branch, and to SEAFARING, the organ of British seamen."

This is pleasant reading for seafaring folks and their friends, who, recognising that union is strength, would like to see working harmoniously together all organisations which have for their object the welfare of the seafaring class.

Unfortunately, there is another side to this picture. At the very time when from across the great American continent and the broad Atlantic the Pacific Coast seamen are extending the right hand of fellowship to their British brethren, British seamen at home are exhibiting to the world the deplorable and unseemly spectacle of inability to agree over the selection of able seamen to serve as their representatives on the Consultative Committee on Life Saving Appliances Act. Seven British seamen's societies have been entrusted with the selection, but jealousy is said to prevent the selection being made. As only three delegates can be admitted to serve on committee, it is obvious that the seven societies cannot each send a man. To claim that each shall send a delegate is therefore to claim what will not be granted. For each society to assert its own importance and to insist on having its own special delegate is more than idle. The present is not the time for each society to argue that it has a better right to recognition and representation than others. The society that best promotes the seamen's interests will, in the long run, be acknowledged as the most important, powerful and truly representative. If any society shows that it thinks more of exalting its own functionaries than of serving the seamen's interests, that society must lose the confidence of the seaman and his friends. If this consideration be borne in mind much trouble may be saved.

NAUTICAL NEWS.

THE barquentine *Spark*, 197 tons register, has been sold for £1,150.

THE Channel Squadron will arrive in the Mersey on Saturday, the 27th inst.

THE cost of the proposed fishery harbour for Auchmithie will be about £4,000.

THE *Blue Bonnet* steam tug has been sold to Mr. Gilmour, pilot, Burntisland, for £117.

THE screw tug *Bismarck* has been sold to the Liverpool Screw Towing Company for £1,500.

A DENSE fog prevailed on the Tyne last Monday morning, stopping navigation for some hours.

EFFORTS are being made to get steamers to run direct from Port Elizabeth to New York with wool.

CAPTAINS of vessels arriving at Dundee recently report having encountered exceedingly stormy weather.

THE arrivals and sailings are beginning to lessen with the approach of winter at the Hartlepoole.

THE Norddeutsche Lloyd has decided to build a new steamer for the river service on the Lower Weser.

THE barque *Manitoba*, 729 tons register, has been sold to Messrs. J. Atherton and Co., Liverpool, for £1,800.

THE United States Lighthouse Board has agreed to light the Gedney ship channel in New York Bay with electricity.

THE Dutch steamship company Nederland, which runs to Batavia, has decided to substitute Genoa for Marseilles as a port of call.

THE ship *Goldenhorn*, presently discharging jute at Dundee, has been chartered to load a cargo of flooring at Montrose for the colonies.

THE traffic receipts of the Suez Canal on Monday amounted to £160,000fr., against 100,000fr. on the corresponding day of last year.

ON October 10th the Sheffield Town Council approved of the scheme for a ship canal between Sheffield and the Humber.

THE steamer *Elmfield*, from Cape de Verdes at Galveston, was released from quarantine October 5th, and has been loading for Bremen.

THE news of the sudden death of Captain Glandall, of the White Star liner *Celtic*, on board his ship, has caused much regret in Liverpool.

THE new British steamship *Ohio*, belonging to the Neptune Steam Navigation Company's line, has arrived at Baltimore on her first trip from Sunderland.

A SEAMAN named Hill, belonging to Liverpool, while on board the barque *Margaret Mitchell*, at Troon, fell between the vessel and the quay and was drowned.

A NEW branch dock, leading from the Spencer Basin at Belfast, is to be built. This will provide accommodation for the largest vessels, and will cost £60,000.

MANY vessels were launched from north-east coast shipbuilding yards during last week. In nearly every case there are orders in hand to fill the vacant berths.

It is reported that Captain Younghusband, R.N., has said:—"English sailors did not fire their guns as foreigners did, but worked them hard, and were not afraid of them."

A LARGE steamer built of German steel has just been launched by the Flensburg Shipbuilding Company. She has been built for the German Steamship Association of Hamburg.

TWELVE British shipwrecks and 15 foreign shipwrecks were reported last week. Three were sunk by collision, the total collision cases numbering 27, of which 18 took place off the British Isles.

THE Northern Lighthouses steamer *Pharos* recently sailed for the Moray Firth and the Orkneys, for the purpose of carrying out the bi-yearly work of lifting buoys and laying down duplicates.

LAST month 101 British and 134 foreign steamers sailed from Blyth harbour. The total shipment of coal was 117,542 tons, compared with 83,661 tons in the corresponding month of last year.

A NEW surveying vessel will shortly be added to the Royal Navy in place of the *Pioneer*, which was condemned some time ago. She is to be named the *Research*, and will have a displacement of 520 tons.

MESSRS. GOURLAY BROTHERS AND CO., Dundee, have received an order from Liverpool to build a cargo steamer of nearly 6,000 tons deadweight. This will be the largest carrying steamer ever built in Dundee.

ACCORDING to intelligence from Havana, dated September 22nd, the lighthouse that was situated at the entrance of the Caibarien Harbour, Key Frances, was completely destroyed by the hurricane on the 4th ult.

OUR Liverpool correspondent writes:—Comparatively few vessels signed this week. In one instance an attempt was made to obtain an advance in the wages to the East Indies, but it failed, a crew being obtained at the old rates.

THE barque *Beltrees*, Captain Service, owned by Messrs. Thorburn and Tessier, St. John's, Newfoundland, which left Greenock on 18th ult., arrived at St. John's, Newfoundland, having made the passage in 14 days.

By the capsizing of a boat off Colwyn Bay, North Wales, five men, including the chief engineer of the steamer *Tolfaen*, of Carnarvon, have been drowned. A gale was blowing at the time from the north, with frequent hail showers.

AT the meeting of the Swansea Harbour Trust it was reported that the shipping rates for the month showed an increase of 15½ per cent., and that the surplus for the quarter was £1,300 more than in the corresponding three months of last year.

STEAMER *Hammonia*, from New York, at Hamburg, reports that on the 1st inst. she passed, 12 miles west of Terschelling Lightship, a schooner, apparently English, which capsized and sank, having been abandoned and her boats gone.

MESSRS. DAVID J. DUNLOP AND CO., ship-builders and engineers, Inch Works, Port Glasgow, have contracted to build and engine a steel screw-steamer of 900 tons gross register for the Bristol Steamship Company's passenger trade between Bristol and Glasgow.

THE smack *Ruth* has arrived in Yarmouth Harbour, having lost three of her crew—the owner's son and two of the hands. They were washed overboard during a gale and

drowned. *The Shade of Evening*, smack, has also arrived with the loss of one hand—the owner's son.

THE steamship *Kistna* arrived at Zanzibar on Saturday with Mr. George S. Mackenzie and party on board, representing the British East African Company. They have been cordially received at Mombasa by the Luvati natives.

AN Irish gentleman, accompanied by a Spanish gentleman from Buenos Ayres, has inspected the barque *Corona* and the whaling vessel *Jan Maren*, at Dundee, with the view, we believe, of entering into negotiations with the owners for the purchase of one of these vessels.

THE Dutch shipbuilding yards are said to be very busy just now, and largely with the construction of iron vessels for the Rhine and coasting trade on German account. The reason seems that whereas in the German yards only German iron is used, the Dutch builders are using Belgian iron.

CAPTAIN ALBERS, of the Hamburg-American Company's steamship *Wieland*, has been made a Chevalier of the Dannebrog by the King of Denmark, for saving the lives of the passengers and crew of the *Thingvella*, which foundered recently, after collision with the steamship *Geiser*, near New York.

THE Commander-in-Chief and the Secretary for War have under consideration proposals for increasing the number of volunteer submarine miners in Scotland, with especial reference to the defence of the Firth of Forth, where the Earl of Hopetoun is at the head of the corps already formed.

AT Cardiff, John Kaakeen, a Russian Finn, described as a runner to a Cardiff boarding-house, has been charged in custody with aiding and abetting two foreign seamen, named Frans Orman and Thorbian Olsen, to desert the Norwegian barque *Lloyd*, lying in the Old Dock. Prisoner was fined 40s.

TELEGRAPHIC communication has been opened between Stornoway and the fishing ports of Portnagurian, Gress, and the port of Ness, in the Isle of Lewis, distant 13 miles, nine, and 27 miles respectively from Stornoway. The ports of Ness and Portnagurian will suit admirably as signalling points.

A REPORT, dated Auckland, N.Z., August 18th, says: Now that the ship *Pleione* has been successfully floated, efforts are being made to have the barque *Weathersfield*, which lies high and dry on the same beach, got off and repaired. It is anticipated that the work will not be one of any great difficulty.

IN consequence of the additional orders for shipbuilding, the price of steel plates in Scotland has risen £2 per ton—over 35 per cent.—in about three months, and the increase in the cost of the steamships which that represents will seriously affect the dividends that may be paid by the steamers to be built of the dearer plates.

THE Capetown Harbour Board have held a special meeting, at which the dock agents had an interview with the Commissioners on the subject of the rates charged for the landing, shipping, and delivery of goods. The Board have resolved to agree to the dock agents reverting to their former scale of charges as the maximum.

AT Leith, two seamen, named William Messer and Francis Foreman, employed on board the steamer *Mascotte*, from Rotterdam, have been charged with smuggling 17lb. 4oz. of tobacco, which was found by the Customs officers concealed in one of the water tanks of the vessel. Foreman was fined £3 7s. 6d. and Messer £2 5s. 6d., including costs, with the option of 14 days' imprisonment each.

DURING the search of the passengers who disembarked at Queenstown from the Cunard steamer *Gallia* from New York the other day, a revolver of the newest type, with the six chambers fully loaded, was discovered concealed on the person of a young Irishman, and no less than 48 rounds of cartridges were found hidden on a young woman in his company.

THE brigantine *Svara*, Captain Jonsen, arrived at Port Glasgow on Saturday morning with a cargo of tar from Archangel, and reports having experienced severe weather on the passage. At midnight on the 1st instant a heavy storm burst over them, and carried away 14 barrels of tar, part of her deck cargo, and part of the bulwarks was also knocked in.

THIRTY vessels, bringing 40,620 tons of Spanish iron ore, arrived in the Clyde during the month of September. This is 17,279 tons of ore more than was received in September last year,

Over the three quarters there were 250 vessels, with 325,775 tons of ore, arrived—an increase of 9,453 tons over the import during the same period last year, and 100,976 tons over that of 1886.

AS illustrating the improved state of the freight market the Dundee barque *Lorna Doone*, which has been laid up at Dundee since July, sailed on Saturday for Cardiff to load for Mauritius, and the large Dundee barque *Corona*, which in her early days was one of the finest and smartest passenger clippers afloat, is now in the hands of the carpenters preparing her for sea.

AT Cardiff an action has been tried in which the owners of the steamship *Senator* sued Messrs. Elliott and Jeffreys, of Cardiff, as owners of the steam tug *Thomas Collingdon*, of Cardiff, for the sum of £200, damages alleged to have been sustained by the former vessel, through collision with defendants' tug in the River Avon on the night of August 5th. Judgment for plaintiff.

AT a court of inquiry at Akyab into the circumstances connected with the wreck of the British barque *Meera Hossain*, near the entrance to Akyab harbour, on April 15th, 1888, the court, having considered the evidence, was of opinion that the loss of the vessel was due to the incompetency of the master, and also of the mate. Severe censure was deemed sufficient in each case.

AT a general meeting of the Scottish Shipmasters' Association (Limited), held at the office, 7, York-street, Glasgow, on October 9th, Captain John Lees, Glasgow, was elected to represent the association on the new Consultative Committee created by the Merchant Shipping (Life-Saving Appliances) Act, 1888, to prepare and advise on the rules to be made in regard to carrying life-saving appliances in ships.

NEWS received at Plymouth gives particulars of a terrible encounter on board the Liverpool ship *Balmoral*, near the Cape. A seaman, named Biggar, was ordered to wash down the decks. He refused, and on being remonstrated with by Mr. James Russell, the chief mate, he stabbed him three or four times in the jugular vein, causing his death in 20 minutes. Mr. Russell was a native of Bangor, and leaves a wife and four children.

ON Saturday morning a man, while suffering, it is said, from an attack of *delirium tremens*, threw himself into the sea from the deck of the steamer *Ionic*, bound for New Zealand, while the vessel was lying in Plymouth Sound. Mr. E. R. M'Kinstry, R.N.R., the second officer of the *Ionic*, immediately jumped into the water after him, and, in spite of the man's resistance, succeeded in saving his life. Mr. M'Kinstry was loudly cheered for his gallant act.

FREDERICK ROHWEDEN, late a seaman in the British steamship *Linda*, of London, has been presented at Newcastle with a very handsome silver medal bearing a suitable inscription, which has been awarded to Rohwedden by the Norwegian Government for having, with others of the *Linda*, assisted in rescuing the whole of the crew of the Norwegian barque *Telemach* in October, 1887, in the North Atlantic Ocean, during a severe gale.

IN consequence of the success of the secret arrangements made before the recent experimental naval mobilisation, the Admiralty have decided to make the same plans permanent. Lists of all blue jackets and stokers available will be kept by the naval officers in charge of the reserves at the various home naval ports, and the men will be drilled in rapid embarkation, so that if the order to mobilise should be given they would, whether by night or day, be able to drop at once into their places.

AT the Cardiff police-court on October 9th, Henry Smith, able seaman, was charged with assaulting Philip Collins, a Board of Trade officer. Complainant stated that he was on duty on a vessel when he heard a disturbance between the prisoner and the quartermaster, the former refusing to proceed with the vessel. The captain requested him to have the man kept on board, and he was proceeding to do so, when the prisoner took off his coat, and struck him in the eye. A fine of £3 and costs, or one month's imprisonment, was imposed.

IT is reported from Amsterdam that the Netherlands-American Steamship Company, which has its offices in that port and also in Rotterdam, and has hitherto restricted itself to a weekly service between Amsterdam, Rotterdam, and New York, has now decided to establish a monthly line of steamers to the

River Plate. Two of the vessels of the Red Star Company of Antwerp, of about 3,700 tons each, have been bought for the purpose, and the service will be inaugurated on December 5th.

ACCORDING to recent advices from the Canary Islands, it seems that nothing further has been done towards either raising the *Sud America*, sunk by collision with the French steamer *La France*, nor yet to recover the bodies of those who were drowned in their sleeping berths. It was said that a salvage steamer was expected out soon, and meantime the authorities had issued orders against any diver going down to the vessel. It was thought that about 50 corpses were still in the steamer.

DURING last week the fisheries in West Cornwall were rather quiet, the weather being somewhat unfavourable to fishing operations. A few boats landed moderate catches of mackerel, which realised high prices, from 32s. per six score downwards, but the pilchard boats, on an average, had light fishing. A further shipment of cured pilchards for Mediterranean ports was despatched from Penzance on Sunday per steamer *Roxana*. No catches were made by the pilchard seines, but shoals of fish were observed along the coast at the latter part of the week.

AN interesting ceremony took place at the Dockmaster's Office, Penarth, on Saturday afternoon, the occasion being the presentation of a testimonial to Captain Richard Davies, deputy dockmaster, as a mark of respect and esteem, by the officials and men of the dockmaster's staff, on his leaving to take over the duties of dockmaster at Barry. The testimonial took the form of a beautifully illuminated album, on the first page of which was the following inscription:—"Presented to Captain Richard Davies by the dockmaster, officials, and men of Penarth Dock, September, 1888." The names of the subscribers followed. Captain W. M. Pengelley, dockmaster, presented the album.

NOTICE is given to the officers, seamen, and marines, and to all persons interested therein, that the distribution of the amount awarded for the salvage of the cargo of the steamship *Ulysses*, between August 19th and September 6th, 1887, by her Majesty's ship *Falcon*, will commence on Tuesday, the 16th inst., in the Prize Branch of the Department of the Accountant-General of the Navy, Admiralty, Spring-gardens, London, S.W. The following are the shares due to an individual in the several classes:—Commander, £88 15s. 5d.; third class, £36 3s.; fourth class, £30 19s. 8d.; fifth class, £20 13s. 2d.; sixth class, £12 7s. 11d.; seventh class, £10 6s. 7d.; eighth class, £7 4s. 7d.; ninth class, £4 2s. 6d.; tenth class, £2 1s. 3d.; eleventh class, £1 0s. 7d.

AT Thames Police-court, London, on Saturday, before Mr. Lushington, Henry Speight and George Slack, of Shadwell, were summoned for wilful damage to a boat belonging to John Tarryer, by running into it. They were both further summoned for wilfully obstructing and impeding John Tarryer, who was engaged in a boat race at the Wapping Regatta, thereby endangering his safety, and in contravention of bye-laws for regulating boat races on the Thames. Mr. Lushington was of opinion that neither summons could be sustained against Speight, and these were withdrawn. With regard to Slack, the charge of wilful damage must fail. He, however, believed that the race was impeded. For this defendant was fined 40s. and 2s. costs.

AT Ramsgate, Charles Edward Cribbens, master of the Ramsgate smack *Champion*, has been charged with having unlawfully cut the nets of the smack *Mercurius*, of Ostend. It was stated for the prosecution that the *Champion* and the *Mercurius* were sailing in the North Sea, with their trawls down, when the former ran into the latter, which received damage. The trawls became foul, and the English captain, without informing the master of the *Mercurius*, cut the bridles of her trawl, causing great damage. The defence was that the cutting was necessary. The defendant was fined 40s., with 17s. costs, and the Bench suggested that civil proceedings should follow.

A REPORT from Adelaide dated September 3rd, says: "Of late several shipmasters have had great difficulty in obtaining men, even at a high rate of wages. Great loss of time had occurred in consequence. It is asserted that the men shipped in London for the round trip have no intention of making it, and immediately they get in port they are taken in hand by the crimps and kept stowed away till the ship sails, and then

seek berths elsewhere at £7 and £8 per month. The consequence is there is always a scarcity of men, and wages are kept up. Some captains have expressed their determination to make their discharges at this end in future, shipping fresh crews when ready to sail, and it is believed that this practice, were it to become general, would be very beneficial."

THE annual cruise at sea of the London Brigade Royal Naval Artillery Volunteers, under Admiralty rules, has been brought to a close. During the cruise the annual competitive prize firing with the 64-pounder, firing 32-pounder round shot, was held at targets moored from the gunboat at distances of 900 yards to 1,500 yards. Eight rounds were fired, and the results were as follow:—No. 3 Battery, 80 points, 6m. 45s. (winners of the Ashley Challenge Prize); No. 2 Battery, 75 points, 6m. 34s.; No. 4 Battery, 67 points, 8m. 3s.; and Brighton Battery, 62½ points, 7m. 47s. In the heavy-gun firing at sea, two rounds, the best shots in each battery were:—No. 1, C. Barningham, 20; No. 2, D. W. Marsden, 20; No. 3, S. R. Dudley and R. C. Dobree, 20 each; No. 4, D. H. Newson and E. K. Garrod, 20 each; No. 5, V. Stephens, 20; Brighton, A. Puttick, 19; Hastings, C. H. Skinner, 20; and Yarmouth, F. Burrell, 20.

THE National Amalgamated Union of Seamen and Firemen met on Monday night at Sunderland. Correspondence was read from the Local Government Board and from several sailors' societies on the composition of the Consultative Committee, which is proposed to be appointed to administer the provisions of the Life-Saving Appliances Bill. The secretary reported the receipt from the Coast Seamen's Union, California, of a letter on the subject of an amalgamation of the American with the British Seamen's Union. They reported that they might not be in a position to send a delegate to the conference which is to be held at Sunderland during the present month. However, they hoped that arrangements would be made for another conference early next year, at which delegates from California would be present, with a view, if possible, to some scheme of amalgamation being mutually agreed upon. The subject is now under consideration.

THE new Royal Mail steamer *Atrato*, which has been built under the supervision of Mr. Bowers, the company's superintending engineer, has just been launched at Govan. The *Atrato* is the largest vessel built for the Royal Mail Steam Packet Company and the first of two steamships which Messrs. R. Napier and Sons, of Govan, Glasgow, are building for the Brazil and River Plate Mail service from Southampton. She is fitted with triple expansion engines capable of indicating about 6,000 horse power, steam being supplied by eight single-ended boilers for a working pressure of 150lb. per square inch, to attain with every possible economy a high rate of speed. Her gross tonnage is 5,350 tons. She is constructed of steel supplied by Messrs. Colville and Dalzell. She carries electric light, and refrigerating chambers for 10,000 cubic feet are fitted on board. She is fitted up with the latest improvements and in a manner calculated to give passengers travelling between Southampton and South America the greatest comfort.

CHARGES of misconduct on the part of certain Board of Trade employés have formed the subject of official inquiries at Penarth and South Shields. Mr. Thomas Gray conducted the one at Penarth, the result of which has not been announced at the time we write. The Shields inquiry, was held in consequence of Mr. J. H. Wilson, of Sunderland, secretary of the Seamen's and Firemen's Union, alleging that the outdoor staff interfered in the selection of crews. He also complained of the closing of a waiting-room in connection with the Mercantile Marine Office. After several witnesses, including Mr. Wilson and Mr. Abbott and other seamen, had been heard, the Board decided that the yard in connection with the waiting-room should be covered in, and made comfortable for the men seeking employment. With reference to the charges against the outdoor staff of interference in the selection of crews, the Board did not consider they had been proved, and they would take care that the officers did their duty impartially. Captain Pitman, R.N., who represented the Board of Trade, added that it was quite recognised that the officials were not to interfere with the selection of the men. Of course they could take notes from the ships' officers, but they had no right to interfere in any way or manner.

SHIPS SPOKEN.

St. Mary's Bay, Rangoon for Rio Janeiro, August 24th, off the Cape.

City of Sparta, Rangoon for Channel, July 21st, off Acheen Head, per Sierra Colonna, at St. Helena.

Hartfell, London for Adelaide, October 7th, 47 N 8 W;

HPRJ (?) (three-masted schooner), October 7th, 48 N 8 W—last two per Trinidad s, M'Kay, at Liverpool.

M. and E. Cox, Philadelphia for Bristol, October 3rd, 44 N 54 W, per Republic s, Davison, at Liverpool.

Glencoyne, London for Queensland, September 29th, 30 N 18 W;

Clement s, from Liverpool, steering south, September 29th, 30 N 17 W—last two per Braganza s, Hendy, at Liverpool.

Violet, of Charlotte Town (PEI), September 30th, 49 N 18 W, per Milanese s, at London.

Petty, Fleetwood for Bay Verte, September 17th, 44 N 54 W.

Ploughman (English three-mast schooner), steering south, August 14th, 9 N 25 W;

Trojednica (Austrian barque), steering south, August 14th, 9 N 25 W;

Lina, Fredrikstad for Natal, 40 days out;

HWGT (?) (Norwegian barque), Cardiff for Buenos Ayres, 29 days out—last four per Johanna Sophia, in the Weser.

Adolph Obrig, Hioge for New York, September 12th, 4 N 40 W;

Brodrene, Buenos Ayres for New York, September 13th, 7 N 41 W—last two per Procida s, at New York.

Alexander Yeats (English ship), steering north, September 20th, 4 N 28 W, per Bahia s, at Lisbon.

Alice, Philadelphia for Rouen, September 16th, 43 N 44 W;

QDTF (German barque), September 16th, 43 N 45 W—last two per China, at New York.

Georg (German ship), steering west, September 24th, 49 N 6 W;

Fritz (ship), of Bremen, steering west, September 28th, 50 N 4 W—last two per Derby, at Antwerp.

Prospero and Davide (Italian barque), September 23rd, 12 N 25 W, per Olinda s, Kier, at Hamburg.

Chelmsford, steering east, August 10th, 37 S 66 E, per Ardencraig, at Calcutta.

Routenbech (English barque), August 16th, 11 N 27 W;

HFVG (?) (Norwegian barque), Buenos Ayres for Cardiff, August 17th, 12 N 26 W;

HKSBD (?) (Austrian barque), August 19th, 13 N, 27 W;

A. C. Lyon (American), beating eastward, September 9th, 48 N 19 W—last four per Erwin Rickmers, in the Weser.

Norden, Hamburg for Guayaquil, September 8th, 4 N 26 W;

RCTV (German barque), Hamburg for Callao, September 11th, 7 N 25 W;

Sunshine, Whitehaven for Rosario, September 12th, 9 N 26 W;

Carlisle Castle, London for Melbourne, September 14th, 12 N 27 W;

Matterhorn, Calcutta for Hull, September 17th, 20 N 32 W;

Gudrun, Manila for Liverpool, September 19th, 24 N 34 W—last six per Doune Castle, at Falmouth.

Thorne, of Liverpool, bound south, August 29th, 5 S 27 W;

JQRH (?) (JQGH, Clackmannanshire), South Shields for New Caledonia, September 6th, 11 N 26 W—last two per Hero, at Falmouth.

Willy Rickmers, of and from Bremerhaven, September 13th, 15 N 27 W, per Helene, at Falmouth.

Guillermina (German schooner), August 20th, 15 S 27 W, per Prosperino, at Genoa.

Coimbatore (English ship), August 26th, 9 N 26 W;

Loch Etive (English ship), bound SW, September 21st, 43 N 26 W—last two per Marie B. Kohrsch, at Rouen.

Glendaruel, from Hull, October 8th, 48 N 7 W; Canova, Quebec for Plymouth, October 8th, 49 N 7 W—last two per Alfonsos, Thomas, at Liverpool.

Ben Nevis, Rangoon for Rio Janeiro, August 28th, 20 S 64 E;

Moel Tryvan, Calcutta for United Kingdom, September 13th, off Cape Agulhas—last two per Sheila, at Table Bay.

Agostino Rombo, Cardiff for Singapore, July 17th, 2 N 24 E, per Isca, at Table Bay.

Scammell Brothers, New York for Japan, August 11th, on the Line 22 W, per Eskasoni, at Havre.

Francis Thorpe, Androssan for San Francisco, September 23rd, 12 N 26 W;

Agostino Merello, from Genoa, September 29th, 29 N 19 W;

Mario Kuyper, Newport for Martinique, September 29th, 29 N 19 W;

Sophie of Nicoline, September 29th, 29 N 19 W;

HJTH (?) (English ship, with painted ports), September 29th, 29 N 19 W;

Lassell's, Liverpool for Pernambuco, October 6th,

off the Smalls—last six per Ptolemy s, Ledward, at Liverpool.
PKSW (?) (Italian barque), September 10th, 14 S 26 W;
TDMB (Norwegian barque), September 10th, 14 S 26 W—last two per Calcutta, at Plymouth.
Wavertree, Shields for Port Pirie, August 23, 9 N 26 W, with loss of upper mizentopsail yard, per Affezione, at Falmouth.
Sagona, Miramichi for Belfast, October 15, 15 miles SSE of Bardsey, per Lope de Vega s, at Liverpool.
Heperus, London for Melbourne, August 25th, 18 N 28 W, per Eildenhope, at Liverpool.
Lufo, London for Hobart Town, September 10th, 10 N 28 W;
Sierra Cordova ship, steering south, September 10th, 10 N 28 W;
Ranavola (barque), steering south, September 11th, 11 N 27 W;
Paul Rickmers (German barque), from Rangoon, September 17th, 24 N 34 W—last four per Duke of Athole, at London.
Oliver Emery, St. John for Belfast, October 2nd, 50 N 33 W, per Kansas s, at Liverpool.
Beethoven, Rotterdam for New York, September 23rd, 44 N 58 W.
Carlisle Castle, London for Melbourne, September 13th, 11 N, per Doune Castle, at Falmouth.
Golden Gate, Liverpool for Valparaiso, September 13th, 8 N 26 W;
Eleanor, Newport for Bahia Blanca, September 13th, 8 N 26 W;
Aphrodita, Antwerp for Melbourne, September 13th, 8 N 26 W;
Lanarkshire, Lyttelton for Channel, September 14th, 10 N 27 W;
Matterhorn, Calcutta for Hull, September 18th, 20 N 33 W;
Seatoiler, Chili for Cork, September 20th, 24 N 34 W—last six per County of Merioneth, at Queenstown.
Veritas, Dublin for Newcastle (NB), September 20th, 49 N 37 W;
Beatrice, Quebec for Buenos Ayres, September 23rd, 44 N 57 W—last two reported from New York.
TNH (British schooner), September 21st, 48 N 9 W;
Georg (German ship), September 24th, 42 N 6 W;
Fritz (ship), of Bremen, September 27th, 50 N 4 W—last three per Derby, at Amsterdam.
Hilda, Bristol for Philadelphia, September 17th, 42 N 63 W.
Ragnar, Rotterdam for New York, September 18th, 41 N 67 W;
QDFG (German barque), bound west, September 15th, 45 N 43 W.
Windsor Park, New York for Madras, August 27th, 30 N 47 W.
Pass of Leny, Liverpool for San Francisco, July 24th, 57 S 65 W.
Armenia (British barque), bound west, September 14th, 50 N 28 W, per Wieland s, at New York.
Arab (British barque), bound west, September 18th, 46 N 51 W, per City of Berlin s, at New York.
HQJ (barque), bound west, September 18th, 49 N 34 W;
Sir John Lawrence, Metis for Cartagena, September 20th, 44 N 54 W—last two per Etruria s, at New York.
Ryevale (British barque), bound east, September 12th, 50 N 13 W, per Tower Hill s, at New York.
Rondo, Cork for Montreal, September 17th, 46 N 51 W;
RDJB (British barque), London for New York, September 19th, 43 N 59 W—last two per Amalfi s, at New York.
Tetens, Montreal for Buenos Ayres, September 3rd, 8 S 35 W, per Pascal s, at New York.
Amandale s, Pascagoula, via Norfolk, for Greenock, September 22nd, 42 N 63 W, per Egypt s, at New York.
Endrick (British brig), bound west, September 18th, 51 N 35 W, per Devonia s, at New York.
JWMB (three-masted schooner), bound east, September 15th, 42 N 65 W, per Prima Donna, at New York.
MDougall, Hamburg for New York, September 18th, 50 N 16 W;
Iodine, Ivigtut for Philadelphia, September 23rd, 42 N 63 W—last two per Elbe s, at New York.
Tanore (barque), bound south, September 14th, 32 N 34 W, per Pembroke Castle, at Swansea.
Sylphide, Charleston for Rotterdam, September 29th, 50 N 11 W, per Helene, at Falmouth.
Chislehurst, of Swansea, bound south, October 2nd, 49 N 9 W, per Arcturus, at Falmouth.
Polaris, Pensacola, for Monte Video, September 20th, 15 N 25 W;
Johannes (barque), of Bremen, October 2nd, 50 N 1 W—last two per Lissabon s, Holm, as Bremerhaven.
Ophir, London for Rosario, September 16th, 41 N 18 W, per Ariete, at Lisbon.
Golconda (English), September 27th, 30 N 20 W, per Ville de Rosario s, at Havre.
Isle of France, bound south, September 21st, 18 N 31 W, per Galileo s, at Southampton.
Helena, Philadelphia for Hamburg, October 16th 50 N 3 W.

THE Greek Government has received from Constantinople the assurance that the difficulty which arose on account of the seizure of Greek vessels engaged in the sponge fishery in the Archipelago will shortly be arranged, and full satisfaction given to the Greeks.

Mindoro, Monte Video for Cardiff, September 25th, 52 N 13 W.
Waitangi (ship) of Lyttelton (NZ), steering south, September 26th, 39 N 12 W, per Erna Woermann s, Busch, at Hamburg.
Lady Wolseley (English barque), steering south, September 14th, 31 N 17 W;
Waimea (English barque), September 15th, 29 N 18 W—last two per Desterro s, Dreyer, at St. Vincent.
Wanlock, of London, September 15th, off the Island of Ascension, per HMS Tamar, at Plymouth.
Haavund, Cardiff for Buenos Ayres, September 25th, 31 N 18 W, per Wexford s, at London.
Reward, Glasgow for Rio Grande, September 30th, 51 N 7 W, per Fomalhaut, at Swansea.
PHQK (?) (Norwegian barque), steering west, October 2nd, 55 N 4 E, per Christian s, at London.
HNPK (barque), bound west, July 21st, 56 S 64 W;
Edward May (American barque), bound south, August 29th, 9 N 28 W—last two per Beechwood, at Falmouth.
Rajore (English), bound south, August 13th, 1 N 23 W;
Eskasoni, Malabar Coast for Havre, September 4th, 38 N 39 W—last two per Capella, at Falmouth.
WVFD (English ship), London for Melbourne, August 11th, 9 N 27 W;
Eildenhope, Rangoon for Liverpool, September 21st, 47 N 20 W;
HKLW (Norwegian barque), Charleston for Rotterdam, September 29th, 50 N 11 W—last three per Helene, at Falmouth.
NFMD (?) Batavia for Amsterdam, September 24th, 19 N 30 W;
Clara, Cardiff for St. Lucia, September 25th, 34 N 25 W;
Merioneth, Cardiff for Bombay, September 27th, 30 N 20 W;
Lord Reidhaven, Cadiz for Rio Grande, September 34 N 15 W—last four per Lanfranc s, at Liverpool.
Beaconsfield, New York for Antwerp, October 2nd, 49 N 7 W, per Monkhaven s, at Cardiff.
Ephratah, October 2nd, 49 N 7 W, per Vito s, Trinick, at Liverpool.
Falls of Halladale, Calcutta for New York, July 12, 4 N 28 W;
Valparaiso, West Coast for Channel, September 21st, 10 N 27 W;
Jessie Readman, Liverpool for Wellington, September 26th, 33 N 14 W—last three per Galicia s, at Liverpool.
Ephialtes, Sundswall for Port Pirie, September 30th, 48 N 7 W;
Letitia, of Norway, October 1st—last two per Thebes s, Duffy, at Liverpool.
Ravola (ship), steering west, September 25th, 50 N 14 W, per Oamaru, at London.
Emile, Yuliukin Bay for Falmouth, August 7th, 5 S 16 W;
Wavertree, of Liverpool, steering south, August 21st, 13 N 27 W;
Frances, of Arundal, Jamaica for Goole, September 17th, 42 N 22 W—last three per Tyron, at Liverpool.
Ane Johanne, Mozambique for Hamburg, August 4th, 10 S, 12 W, per Emilie, at Falmouth.
Orealla, of Liverpool, steering west, September 30th, 50 N 9 W;
KQJF (English barque), from Cardiff, September 30th, 50 N 9 W—last two per Speculant, at Falmouth.
Britannia, of Liverpool, steering east, October 1st, 49 N, 14 W, per Colorado s, at Portland.
Altmore, Calcutta for London, September 18th, 37 N 36 W, per Rokeby Hall, at Falmouth.
QGLN, Burmah for Falmouth, July 25th, 21 S 1 E;
Scottish Isles, Akyab for Liverpool, August 26th, 26 N 35 W—last two per Peri, at Falmouth.
JKL (Norwegian barque), steering south, August 3rd, 9 S 24 W;
Brinkburn Priory, Swansea for Buenos Ayres, August 14th, 9 N 26 W—last two per Kinclune, at Crookhaven.
Cassandra, of Liverpool, October 1st, 53 N 2 E, per Svend s, at Grangemouth.
St. Mary, of New York, for Bordeaux, September 24th, 42 N 15 W, per Jane Fairlie, at Falmouth.
Johannes, of Bremen, September 29th, off Terschelling, per Anna, Menkens, in the Elbe.
Craignburn (?), August 25th, 11 N 27 W, per Rokeby Hall, at Falmouth.
Ugglan, Grefle for Melbourne, August 15th, 8 N 28 W, per Sea Queen, at Falmouth.
Bianca (Italian barque), bound south, August 10th, 7 S 30 W;
Hermann (ship), bound west, October 1st, 50 N 7 W—last two per Kenilworth, at Falmouth.

HOMeward Bound Ships.

A

Aconeagua, left Callao May 18 for Liverpool
Jeff Huanacho June 10 for Liverpool
Atalanta, left Saigon July 19 for Liverpool
passed Anjer Aug 5 for Liverpool
Annie Torrey, clrd at Pensacola Aug 3 for Hartlepool
Amyone, left San Francisco Aug 20 for Queenstown
Argus, left Port Germein June 1 for Queenstown
Amphitrite, left Penang July 23 for London
Avon, left Calcutta July 7 for London
Arequipa, left Iquique July 17 for Falmouth
Allerton, left Calcutta Aug 15 for Falmouth
Astrea s, left Bombay Aug 22 for London
passed Gibraltar Sept 27 for Liverpool
Arabia s, left Bombay Oct 3 for Liverpool
Ashlow, left St. John NB, Sept 24 for Liverpool
Ansarus, clrd at Calcutta Oct 9 for London
Alice M. Claridge, clrd at New York Sept 28 for Queenstown
Aboukir Bay, left San Francisco July 25 for Queenstown
Alette, clrd at St. John N. B., Sept 17 for Liverpool
Avonmore, left Perth Amboy Sept 14 for London
Augusta, left Barbadoes Sept 10 for London
Abbey Holme, left Lyttelton Aug 17 for London
Albuera, left San Francisco Sept 24 for Queenstown
Alberigo, clrd at Rangoon April 9 for Channel
Anglesey, clrd at San Francisco Sept 8 for Queenstown
Alexandra, left San Francisco Sept 11 for Queenstown
Auguste, left Bangkok July 7 for Falmouth
passed Anjer Aug 10 for Falmouth
Anne Duncan, left Laguna about July 10 for Falmouth
spoken Aug 26, 28 N, 80 W for Falmouth
Armenia, left Batavia June 6 for Falmouth
passed St. Helena Aug 19 for Dundee
Arthur, left St. Helena Aug 11 for Cork
Aigburth, left Astoria May 15 for Falmouth
Antonin, left Iquique July 27 for England
Anna Dorothea, left Quebec Oct 1 for U Kingdom
Ayrshire left San Francisco Sept 29 for Channel
Adèle C, clrd at Rangoon July 30 for Berwick
Acapulco, left Iquique Sept 10 for Hull
Amana, left Melbourne Aug 3 for Glasgow
Arctic, left Buenos Ayres Aug 16 for Cardiff
Afghanistan, left Calcutta Aug 8 for Swanso
Amaranth, left Montreal Sept 13 for Greenock
Agathe, left Quebec Sept 15 for Glasgow
Alcinous, clrd at San Francisco Sept 29 for Channel
Alert, left Buenos Ayres Aug 22 for Cardiff
Aino, left Buenos Ayres August 3 for Cardiff
Auriga, left Rio Janeiro Aug 8 for Swanso
Ardmala, left Melbourne Sept 1 for Channel
Anna, clrd at Maracaibo Aug 14 for London
Annie Goudie, left Table Bay Aug 22 for Cardiff
Ardnuga, left San Francisco Sept 21 for U Kingdom
Aeronaut, clrd at St. John NB, Sept 8 for Bristol
Albatross, left Belize Aug 24 for Goole
Amarapoora s, left Rangoon Oct 1 for U Kingdom
Alida, clrd at Pensacola Sept 22 for Suttonbridge

B

Borrowdale left Portland, O., Aug 16 for Liverpool
Bengal, clrd at Calcutta Aug 18 for Liverpool
Bianca, left Calcutta Aug 4 for Liverpool
Bothwell, left San Francisco June 4 for Liverpool
British General, left San Francisco July 26 for Liverpool
Ben Lawers, left Iquique July 3 for Falmouth
Ballochmyle s, left Calcutta July 21 for London
Bacchus Isles, left Calcutta Aug 15 for London
Bacchus, left San Francisco June 8 for Liverpool
spoken Aug 6, 55 S, 105 W for Liverpool
Brankhouse Hall s, left Kurrachee Sept 18 for Liverpool
left Marseilles Oct 5 for Liverpool
Bede s, left Montevideo Sept 23 for Liverpool
passed St. Vincent, CV, Oct 9 for London
Bavarian s, left Boston Oct 3 for London
Baghdadi s, left Bussorah — for London
left Port Said Oct 4 for London
Borderer s, left Boston Oct 6 for London
Bengloa s, left Yokohama July 24 for London
left Malta Oct 2 for London
Blairhoyle, left Iquique — for Channel
Bellaport, left Pisagua Aug 4 for London
British Duke, left Calcutta Sep 2 for London
Bengal s, left Calcutta Sep 27 for London
left Colombo Oct 2 for London
British Ambassador, left San Francisco Aug 10 for Queenstown
Balduar, left Iquique July 18 for Falmouth
Burgemeester Schorer, clrd at Banjoewangie April 16 for Channel
at Algoa Bay Aug 31 for Channel
Bolivia, clrd at Rangoon May 22 for Channel
Bessel, left Minlacoore, SA June 1 for Channel
Bencleuch, left Rangoon, July 10 for Channel
Beech Holm, left Port Pirie June 15 for Channel
Bengolynun, clrd at San Francisco Aug 22 for Q'town
Bayle s, left Lyttelton Aug 25 for London
left Bluff Harbour Sept 9 for London
Bass Rock, left Lyttelton Sept — for London
Balcezia, left San Francisco, Sept 12 for U Kingdom
Brage, clrd at Chatham, NB, Aug 28 for Dublin
Braemar, left Astoria Aug 4 for Malpas
Belle Wooster, clrd at New York Sept 1 for Cork
Berkeley Castle, left Quebec Sept 11 for Plymouth
Bawdsworth s, left Bangkok Sept 29 for U Kingdom
left Singapore Sept 25 for Wicklow
Belle Star, clrd at St. John, NB, Sept 15 for Wicklow
Blue Jacket s, left Port Royal Sept 22 for U Kingdom
Bellmore, left Charleston Sept 23 for U Kingdom
Baltic, left Halifax, NS, Sept 11 for Irvine

C

City of Quebec, left Narrakal June 33 for London
Crown of Denmark, left San Francisco July 18 for Liverpool
Columba, left Calcutta July 14 for Liverpool
Capella, clrd at Rangoon April 18 for Liverpool
passed Ascension Aug 7 for Channel
Cambrica, left Mauritius Aug 31 for Channel
City of Madrid, left Iquique August 4 for U Kingdom
Corolla, left San Francisco June 28 for Liverpool
City of Carthage s, left Bombay Sept 20 for Liverpool
left Malta Oct 8 for Liverpool
Copotaxi s, left Lota Sept 22 for Liverpool
left Monte Video Oct 1 for Liverpool
Celtic s, left New York Oct 3 for Liverpool
City of Rome s, left New York Oct 3 for Liverpool
City of Chester s, left New York Oct 6 for Liverpool
Calabar s, left W. C. Africa — for Liverpool
passed Sierra Leone Oct 8 for Liverpool
Carmarthenshire s, left Hiogo Sept 2 for London
left Suez Oct 9 for London

Cataluna s, left Havana Sept 25	for Liverpool	for Liverpool	J
Costa Rican s, left New Orleans Sept 29	for Liverpool	for London	J W Taylor s, left Montevideo Sept 22
Carib s, left Jamaica Sept 19	for London	for London	Jessie M'Gregor, left New York Sept 6
Columbia, left Portland, O., — at Astoria Aug 6	for Queenstown	for Queenstown	J H Ramien, left Punta Arenas June 26
Cacciatore II, left Zarate July 30	for Falmouth	for Falmouth	J C Warns, left Adelaide May 8
Cerastee, left Corinto July 15	for Channel	for Channel	left Port Germein May 29
Ceder, left Corinto July 16	for Falmouth	for Falmouth	Jessie Renwick, left Moulmein July 11
Carmelo, left Iquique June 10	for London	for London	Jamaica, left Noumea June 30
City of Venise s, left Calcutta Sept 12	for London	for London	Jessome, left Calcutta Aug 5
left Port Said Oct 3	for London	for London	James Drummond, left Astoria Aug 16
Clan Alpine s, left Madras Sept 12	for London	for London	James Nesmith, left San Francisco Sept 26 for Liverpool
left Port Said Oct 6	for London	for London	Jamaican s, left New Orleans Oct 7
City of Edinburgh s, left Calcutta Sept 13	for London	for London	Jerome s, left Ceara Sept 29
left Malta Oct 5	for London	for London	Jason s, left Penang Sept 23
Clan Macgregor s, left Calcutta Sept 18	for London	for London	John F. Rottmann, cld at New York Sept 19 for London
left Suez Oct 9	for London	for London	John Elder, left Montevideo Sept 17
Cathay s, left Shanghai —	for London	for London	left Lisbon Oct 8
left Port Said Oct 10	for London	for London	Josva, left New York Sept 27
Cits of Oxford s, left Calcutta Sept 27	for London	for London	for Exmouth
left Galle Oct 1	for London	for London	K
Carthage s, left King George's Sound Sept 28	for London	for London	Kistna, left Calcutta July 11
left Colombo Oct 9	for London	for London	King Cenric, left Portland, O., —
Clan Lamont s, left Madras Sept 29	for London	for London	left Astoria July 5
left Colombo Oct 4	for London	for London	Killean, left San Francisco July 13
Chyebasse s, left Brisbane Sept 27	for London	for London	Kinfauns, left Portland, O., April 30
Cashmere, cld at Philadelphia Sept 17	for London	for London	Konigsberg cld at Rio Grande Aug 12
Conductor, cld at Philadelphia Sept 15	for London	for London	Kenilworth, left San Francisco Sept 12
Clan Drummond s, left Calcutta Oct 2	for London	for London	Konomo, cld at Richibucto Sept 8
Crown of England, cld at San Francisco Sept 18	for Queenstown	for Queenstown	Kilbrannan, left Calcutta June 24
Circassia, left Rosario Aug 9	for Falmouth	for Falmouth	passed St Helena Aug 30
Cadwgan, left Pisagua July 30	for Falmouth	for Falmouth	Khyber, left Calcutta Oct 1
Carl Friedrich, left San Francisco Sept 16	for Channel	for Channel	Kooringa, left Lyttleton, NZ, Sept 23
Cochrina, left Pisagua July 8	for Channel	for Channel	Kent s, left Sydney Sept 19
Citadel, left Bangkok prev to Aug 2	for Channel	for Channel	left Port Augusta Oct 4
Chasca, left Corinto July 20	for Queenstown	for Queenstown	Kaikoura s, left Wellington Oct 4
Chinsura, left San Francisco Aug 28	for Queenstown	for Queenstown	Kangra s, left Bombay Oct 9
Clynder, left Astoria May 22	for Falmouth	for Falmouth	Kinsembo s, left W C Africa —
Chusara s, left Sydney —	for London	for London	passed Accra Oct 9
left Aden Oct 3	for London	for London	L
City of Cambridge, left Calcutta Oct 6	for London	for London	Lumberman's Lassie, left Sydney July 29
Cardiganshire s, left Singapore Oct 10	for London	for London	Laplace s, left Pernambuco Oct 2
County of Roxburgh, left Calcutta Sept 16	for Dundee	for Dundee	Loch Eck, left San Francisco Aug 16
Circassia s, left New York Oct 6	for Glasgow	for Glasgow	for Queenstown
Canopus, left Corinto Sept —	for Channel	for Channel	Lord Cairns, left San Francisco June 7
Capo City, left Sourabaya June 22	for Hull	for Hull	Loch Awe, left Adelaide June 22
Cambrian Chieftain, left San Francisco Sept 18	for U Kingdom	for U Kingdom	left Port Augusta July 23
Capo Verde, left Wallaroo Sept 7	for Channel	for Channel	Laurestina s, left Baltimore Sept 24
Charles Purves, cld at New York Aug 31	for Bristol	for Bristol	for Belfast
Canova, left Quebec Sept 5	for Plymouth	for Plymouth	La Narkans, left Lyttleton, NZ, June 13
Ceres, cld at Charleston Sept 1	for Bristol	for Bristol	for Channel
Countess of Dufferin, left Miramichi Sept 3	for Hull	for Hull	Lep into, cld at Rangoon May 28
County of Inverness, left Calcutta Oct 30	for Sunderland	for Sunderland	Linda, left Bangkok July 11
Charles Forbes, left Delaware Breakwater Sept 12	for Channel	for Channel	Largo Bay, left Lyttleton July 21
Cairnbulg, left San Francisco Sep 17	for Portsmouth	for Portsmouth	Loch Ken, left Pisagua July 11
Colmbermere, cld at San Francisco Sep 19	for Queenstown	for Queenstown	Lady Elizabeth, left Pisagua June 11
Crystal s, left New York, Sept 23	for Queenstown	for Queenstown	Lancaster Castle, left San Pedro Aug 22
Canopus, left Corinto Sept 9	for Falmouth	for Falmouth	for U Kingdom
Charlie Baker, left Barbadoes Sep 16	for Cardiff	for Cardiff	Langdale, left San Francisco Sept 8
County of Caithness, left Calcutta Sept 2	for Hull	for Hull	La Escocesa, left Pisagua Sept 6
Concordia, cld at Quebec Sept 19	for Sunderland	for Sunderland	for U Kingdom
Cathcart, left Saigon July 22	for Channel	for Channel	Lilla, left Cebu Aug 21
passed Anjer Aug 12	for Hull	for Hull	for Penang
Constance, left Pisagua Aug 5	for Channel	for Channel	Loyalist, cld at St John, NB, Sept 10
Craigwhinne, left Pisagua Aug 4	for U Kingdom	for U Kingdom	Lima, left St John, NB, Sept 11
City of Sparta, left Rangoon July 7	for U Kingdom	for U Kingdom	Landana s, left W C Africa —
spoken July 21, off Acheen Head	for U Kingdom	for U Kingdom	via Harve left Grand Canary Oct 4
Casma, left St. Pierre, Mtq., Aug 28	for U Kingdom	for U Kingdom	Laplace s, left Rio Janeiro Sept 15
Cromartyshire, left Calcutta July 7	for Bristol	for Bristol	left Pernambuco Oct 2
passed St. Helena prior to Oct 4	for W Hartlepool	for W Hartlepool	Lake Ontario s, left Quebec Oct 4
Clarence, left Mobile Sept 26	for W Hartlepool	for W Hartlepool	Leoneo s, cld at New Orleans, Sept 22
D	for Channel	for Channel	Lochee, left Calcutta July 13
Diana, cld at Sourabaya Aug 3	for Channel	for Channel	passed St. Helena Sept 20
passed Anjer Aug 14	for Channel	for Channel	Limpopo s, left Natal Sept 6
Detmar, left Laguna Aug 20	for Channel	for Channel	left Madeira Oct 5
Dolbadern Castle, left San Francisco May 6	for Q'town	for Q'town	Lusitania s, left Adelaide Sept 17
Dillibur, left Iquique, July 19	for Queenstown	for Queenstown	via Naples left Aden Oct 9
Dunnerdale, left San Francisco Mar 20	for Queenstown	for Queenstown	Laju s, left Penang Sept 23
left Callao, July 12	for Queenstown	for Queenstown	via Marseilles, left Aden Oct 4
Dunelm, left Tellicherry April 12	for London	for London	Lindisfarne, left San Francisco Sept 10 for Queenstown
via Havre, spoken August 24, 12 N, 26 W	for London	for London	Lake Superior s, left Port Pirie June 16 for U Kingdom
Denmark, s left New York Sept 20	for London	for London	Loch Awe, left Adelaide June 22
Daphne, left Charleston, Sept 19	for Queenstown	for Queenstown	left Port Augusta July 23
Despatch, left Mazagan Sept 23	for Queenstown	for Queenstown	Loch Fergus cld at Puerto Oliva July — for U Kingdom
Daggy, cld at Montevideo Sept 1	for Falmouth	for Falmouth	Levanter left New York Sept 26
Danzig, left Montreal Sept 14	for Dundee	for Dundee	Livonia left St John, NB, Sept 19
Dunboyne, left Astoria, O., Sept 19	for Liverpool	for Liverpool	Lord Dufferin, left Calcutta July 10
Deucalion s, left Shanghai —	for Hull	for Hull	passed St. Helena Sept 20
left Port Said Oct 7	for Hull	for Hull	M
Dago s, left Bussorah —	for Hull	for Hull	Maiden City, left Portland, O., —
left Aden Oct 6	for Hull	for Hull	for Channel
Durham, cld at San Francisco Sept 26	for London	for London	spoken July 13, 33 N, 127 W
Duncow, left Iquique Aug 15	for London	for London	Mascotte s, left Montevideo Sept 14
Dunstaffnage, left Sourabaya Aug 11	for Falmouth	for Falmouth	spoken Oct 2, 29 N, 31 W, under sail
Dacca, left Iquique Sept 1	for Channel	for Channel	Maxima, left Table Bay Aug 22
Dora Ahrene, left Table Bay July 10	for Channel	for Channel	Mary, left Demerara Sept 1
Daphne, left Iquique July 8	for Falmouth	for Falmouth	for Queenstown
Dramblair, left Calcutta Aug 5	for Hull	for Hull	Moyune s, left Japan Sept 14
Dunkeld, left Melbourne Aug 27	for Hull	for Hull	left Shanghai Sept 29
Domenico, cld at New York Aug 24	for U Kingdom	for U Kingdom	Mabel, left Savannah Sept 8
Daisy, cld at New York Aug 30	for Bristol	for Bristol	Minero, left Fremantle prior to Aug 6
Donald Ferguson, left Quebec Sept 8	for Bristol	for Bristol	for London
Dione, left Sourabaya Aug 22	for Belfast	for Belfast	Methven Castle s, left Cape Town Sept 24
Dina, left Barbadoes Sept 13	for Channel	for Channel	via Madeira
Duke of Argyle, left Iquique Aug 17	for U Kingdom	for U Kingdom	Michigan s, left Boston Oct 2
Doris Eckhoff, cld at Philadelphia	for Bristol	for Bristol	Mentmore s, left Baltimore Sept 29
David Taylor, cld at St John, NB, Sept 5	for Cork	for Cork	Monarch s, left Manila Aug 24
Dusty Miller, cld at St John, NB, Aug 24	for Carnarvon	for Carnarvon	left Malta Oct 6
spoken Sept 25, 51 N, 13 W	for Fleetwood	for Fleetwood	Merchant s, left Port Eads Sept 25
Dovre, left Halifax Aug 19	for Channel	for Channel	Merton Hall s, left Bombay Sept 27
spoken Sept 9, 48 N, 21 W	for Plymouth	for Plymouth	left Perim Oct 5
Derbyshire, left Bassin June 5	for Liverpool	for Liverpool	Mericia, left Auckland July 27
passed St. Helena Sept 20	for Liverpool	for Liverpool	Malwa s, left Shanghai Sept 22
Doris, left Rio Janeiro Sept 14	for Liverpool	for Liverpool	left Colombo Oct 9
E	for Liverpool	for Liverpool	Michel Dapel, left Montevideo Aug 30
Elise Linck, left West Bay Sept 20	for Liverpool	for Liverpool	for Falmouth
Engineer s, left Calcutta —	for Liverpool	for Liverpool	Moorehill, left Montevideo Aug 28
left Suez Oct 2	for Liverpool	for Liverpool	for Bowring
Eastern Prince s, left Coconada Aug 23	for London	for London	McLeod, left Richibucto Sept 12
left Suez Sept 27	for London	for London	Mylomene, left San Francisco Sept 13
Endymion, left Pisagua Sept 26	for Falmouth	for Falmouth	Milton Park, left San Francisco Sept 20 for Queenstown
Eskdale, left San Francisco Sept 1	for U Kingdom	for U Kingdom	Moyneshire, left Port Wakefield July 12
Emily Waters, left Pisagua June 23	for Liverpool	for Liverpool	for Falmouth
Eurydice, left Melbourne Aug 15	for Queenstown	for Queenstown	Moyley-Dom, left Iquique July 26
Ednyfed, left Iquique Aug 15	for Falmouth	for Falmouth	for London
Elsa, left Tehuantepec July 16	for Falmouth	for Falmouth	Mooltan s, left Calcutta July 26
Eden Hall, s, left Bombay Sept 22	for Liverpool	for Liverpool	Mountain Laurel, left Adelaide May 12
left Port Said Oct 7	for Liverpool	for Liverpool	for U Kingdom
Egypt s, left New York Oct 3	for Liverpool	for Liverpool	Mary Low, left Astoria June 13
			for Sharpness
			Mosca, cld at Pensacola Aug 9
			Margaret Hain, left Saffi Sept 13
			for U Kingdom
			Marie, left Saffi Sept 5
			for U Kingdom
			Martaban s, left Rangoon Sept 8
			put back to Port Said Oct 4 with shaft broken
			Minna Helene, left Falkland Islands Aug 6 for London
			Merkara s, left Brisbane Oct 6
			via Batavia
			Mogul s, left Port Augusta Sept —
			Michel Hutchinson, left Iquique Aug 16
			for Falmouth
			Martha Craig, left Iquique Aug 6
			for Greenock
			Mount Pleasant, left Quebec Sept 24
			for Channel
			Mentana, left Pisagua July 20
			for Sharpness
			Mentone, left Pisagua July 21
			for U Kingdom
			Mallgate, cld at Adelaide Aug 24
			for U Kingdom
			Mercur, left San Diego Sept 17
			for U Kingdom
			via South Sea Islands

Mary Elizabeth, left Adelaide Aug 25	for U Kingdom
M & E Cox, left Philadelphia Sept 18	for Bristol
spoken Oct 3, 44 N, 54 W	
Matterhorn, left Calcutta June 13	for Hull
spoken Sept 17, 20 N, 32 W	
Magnus, clrd at Bathurst NB, Sept 22	for Sharpness
Maud, left Quebec Sept 8	for Plymouth
Monark, left Buenos Ayres Aug 16	for Cardiff
Magdalena, left Quebec Sept 8	for U Kingdom
MacMillan, left San Diego Sept 7	for U Kingdom
via Iquique	
Mediator, left Quebec Sept 14	for Cork
Madeira, left Tacoma August 20	for Dublin
spoken Sept 2, 37 N, 130 W	
Mabel, left Mazagan Sept 20	for Lynn
N	
Nautik, left Tehuantepec July 6	for Channel
Nagpore, left Iquique Aug 8	for Channel
Natura, left Astoria July 27	for United Kingdom
Niobe, left Singapore Aug 17	for Liverpool
Nicosia, left Iquique July 18	for Falmouth
Nordenskjold, left Buenos Ayres Aug 1	for Falmouth
Navigator, left Buenos Ayres Aug 18	for Cardiff
Nelson, clrd at Quebec Sept 6	for Bristol
Norden, left Mauritius June 23	for Liverpool
spoken Sept 11, 21 N, 30 W	
Norham Castle s, left Cape Town Sept 26	for London
via St. Helena and Madeira	
Northbrook, clrd at San Francisco Sept 19	for Q'town
Naiad, left Iquique July 10	for Falmouth
spoken Sept 10, 2 S, 27 W	
Notre Dame de la Garde, left Beachport, SA, June 4 at Reunion Aug 13	for Channel
Niger s, left W C Africa —	for Liverpool
left Madeira Oct 4	
Nigretta s, left Galveston Oct 6	for London
New York City s, left Colon Sept 3	for Liverpool
left Baltimore Sept 19	
Nubia s, left Calcutta Sept 17	for London
left Port Said Oct 8	
Norden, clrd at Chatham, NB, Sept 22	for Belfast
Niagara s, left Bombay —	for Hull
left Suez Oct 4	

O	
Opobo s, left Sierra Leone Oct 1	for Liverpool
via Havre left Grand Canary Oct 7	
Oneota, crd at Philadelphia Sept 27	for Liverpool
Oregon, left Tacalhuano July 23	for Queenstown
Orchomen, left San Francisco Aug 12	for Queenstown
Otago, left Canterbury, NZ, Aug 9	for U Kingdom
Orthes, left Iquique Sept 4	for U Kingdom
Oliver Emery, crd at St. John, NB, Aug 29	for Belfast
Oriente, left Iquique July 10	for Falmouth
Oaklands, left Adelaide Aug 3	for Channel
Olive S Southard, left Astoria July 11	for U Kingdom
Orion, left Tobago Aug 25	for U Kingdom
Oberburgmeister von Winter, left Quebec	
Sept 5	for Sunderland
Oceana s, left King George's Sound Sept 14	for London
left Port Said Oct 8	
Oriyo, left Batavia Aug 10	for London
Oroya s, left Adelaide Oct 1	for London
left Albany Oct 4	
Orinoco s, left Barbados Oct 1	for Southampton

Priorhill, left Lyttelton July 9	for Channel
Pembroke Castle, left Port Nolloth July 23	for Swansets
Port Adelaide, left Santa Rosalia Aug 21	for U Kingdom
P C Petersen, crld at Pensacola Aug 18	for Suttonbridge for Liverpool
Pel Ho, left Mauritius June 27	for Suttonbridge for Liverpool
passed Aug 25	
Peggy, crld at Trinidad, Aug 11	for London
Princess Alexandra, left Quebec Aug 25	for Greenock
Pasqualino, crld at St. John, NB, Aug 27	for Gloucester
Pericles, crld at San Francisco Sept 8	for London
Probø, left Musquash, NB, Sept 5	for Gloucester for London
Patroclus s, left Shanghai—	
left Suez Oct 3	
Plato s, left New York Oct 5	for Liverpool
Portuense s, left Ceara Oct 9	for Liverpool
Professor s, left Calcutta—	for London
left Suez Oct 6	
Port Pirie s, left Adelaide Oct —	for London
Primrose, crld at San Francisco Sept 26	for Queen's w
Pascal s, left New York Sept 30	for London
Penthesilea, crld at Rangoon May 30	for Channe
passed St Helena Sept 29	
Poseidon, left Magdalena Aug 23	for Channel
Palawan, left Pisagua July 23	for Channel
Prince Frederick, left Safele Sound Oct 8	for Plymouth
Primera s, left Newcastle, NSW, about Sept 11	for U Kingdom
via Oamaru	
Pinnmore, left San Francisco Sept 27	for Channel
Prasident, left Montevideo Aug 20	for Cardiff

Rahane, left Francisco July 30	for U Kingdom
Rudolph Josephy, left Lyttelton June 22	for Channe
Royal George, clrd at Port Pirie July 19	for U Kingdom
Respit, left Bahia prior to Sept 15	for Liverpool
Rembrandt s, left Norfolk, Va, Oct 7	for Liverpool
Roman s, left Boston Oct 9	for Liverpool
R Morrow, left Madras June 10 passed St Helena Sept 20	for London
Red Sea s, left Kobe —	for London
left Suez Oct 8	for London
Raphael s, left Manila Oct 3	for London
Ruapehu s, left Lyttelton Sept 6 left Rio Janeiro Sept 28	for London
Richmond Hill s, left Sydney Sept 30	for Queenstown
Rap, left Mazagan Sept 6	for Channe
River Nith, left San Francisco Aug 23	for Com
Rimac, left Iquique July 26	for Falmouth
Royal Alice, left Port Townsend May 20	for Channe
Reidar, left Montevideo Aug 4	for Falmouth
Roseneath, left Adelaide Aug 25	for Exmouth
Ruth Topping, left Laguna about July 19	for U Kingdom
Rockhurst, left Calcutta Aug 14	for Sharpness
Reigate, clrd at Talcahuano July 13	for Swansea
Rosina, clrd at New York Aug 23	for London
Roslin Castle, left Melbourne Sept 22	for London
Rebekka, left Quebec Sept 12	for London
Ricordo, clrd at Pensacola Aug 6	for London
Roehampton s, left Bussorah —	for London
left Aden Oct 6	for London
Routenbury, left Calcutta Sept 14	for London
Roxburgh Castle s, left Baltimore Oct 5	for London
Rosenina, left Rio —	for London

Russia, clrd at Rangoon June 11
passed St Helena Sept 20
Roscrea, left Astoria July 28
Robert Hine, left Paysandu Aug 28
Rhine, left Montevideo Aug 2
passed St Helena, Sept 20
Robima s, left Port Royal Sept 30
via Hamburg

Sierra Blanca, left Bassine Aug 13	for Liverpool
Scottish Dales, left Ragoon May 29	for Liverpool
Stronga, left Calcutta June 22	for Liverpool
Sutherlandshire, left Bassine Aug 7	for Liverpool
Star of Russia, left San Francisco July 23	for Channel
Stirlingshire, left New Caledonia July 2	for Channel
Sagitta, left Guayaquil June 22	for Channel
Sindia, left Calcutta June 22	for Liverpool
passed St. Helena Aug 31	
Serra s, left Matanzas Sept 6	for Liverpool
via Guantanamo	
Sobralense s, left Para Oct 3	for Liverpool
via Lisbon and Havre	
Strathearn s, left Java —	for Liverpool
left Suez Oct 2	
Star of Persia, left Calcutta June 30	for London
left St. Helena Aug 30	
Scottish Prince s, left Newport News Oct 3	for Liverpool
Samaria s, left Boston Oct 6	for Liverpool
Servia s, left New York Oct 6	for Liverpool
Sumatra, left Cochin Aug 23	for London
Standard, left Portland, O —	for Queenstown
left Astoria Aug 21	
Stentor s, left Shanghai —	for London
left Suez Sept 27	
St. Margaret, left Calcutta Oct 1	for London
San Michele, left Rio Janeiro Aug 21	for Falmouth
Santa, left Hong Kong —	for London
left St. Helena July 31	
Silvio, left Pasaroeang May 25	for Falmouth
passed St. Helena Aug 18	
Sussex s, left Sydney Sept 8	for London
left Adelaide Sept 2	
Santiago, left San Francisco June 29	for Queenstown
Silive Donard, left San Francisco Sept 12	for Q'town
Stella B, left Moulmein Aug 18	for Channel
Strathblane, left Rangoon June 30	for London
passed St. Helena Sept 2	
Star of Brazil, left San Francisco Sept 5	for Q'town

Star of Bengal, left San Francisco Sept 5	for Q <small>uincy</small>
Sardome, left Calcutta, August 20	for London
Stockholm City s, left Halifax, NS, Oct 2	for London
Salerno s, left Belize about October 9	for London
St. Fillans s, left Calcutta Sept 22	for Dundee
left Perim Oct 8	
Star of Victoria s, left Chittagong Oct 3	for Dundee
Sarah and Emma, clrd at Rangoon June 4	for Channe
passed St. Helena Aug 28	
Scottish Minstrel, left Iquique Sept —	for U Kingdom
Sinqua, left Mauritius Aug 8	for Cork
Strauss, clrd at Pascagoula Aug 27	for Limerick
St Antoine, left Cape Hayti Aug 20	for Channe
Star of Erin, left Port Augusta June 25	for U Kingdom
Selene, left Lyttelton Sept 25	for U Kingdom
at Port Townsend Sep 11	
San Luis, left Iquique Oct 1	for U Kingdom
Sovereign, left Montevideo Aug 21	for Cardiff
St Halvard, left Montevideo Aug 21	for Plymouth
Sea Toiler, left Taltal June 20	for U Kingdom
St Vincent, left Moulmein July 6	for Channe
Southern Queen, left Moulmein March 17	
left Algoa Bay Aug 19	
Sierra Colono, left Rangoon July 10	for Channe
passed St. Helena Sept 20	
Shakespeare, left Pisagua Oct 8	for Channe
St. Francis, left Tacoma about Sept 6	for U Kingdom
at Port Townsend, Sept 11	
Sarah, left Quebec Sept 27	for Belfast
Solvang, left Paysandu Aug 7	for Channe
Sam Mendell, left Adelaide Aug 13	for U Kingdom
Shandon, left Iquique Sept 1	for Channe
Star of Australia, left San Francisco July 23	
Saraca, left San Francisco June 19	for U Kingdom
Salisbury s, left New York Sept 18	for Sligo
Sylphiden, left St. John, NB Aug 22	for Leit
Sorrento s, left Bombay —	for Westport
left Suez Oct 7	for Hull
St. Bernard s, left Bombay —	
left Port Said Oct 9	
San Lorenzo, left Port Noltch Sept 1	
left St. Helena Sept 12	
Spartan s, left Cape Town Oct 3	for Southampton

via Madera and Lisbon

T

Turkistan, left Bangkok Aug 3
Thomas Bell, crld at San Francisco Aug 11 for Liverpool
Talavera s, left Calcutta Aug 30 for Q'town
Thirlmere, left San Francisco Aug 26 for London
Thales s, left Montevideo Sept 20 for U Kingdom
Thalassa, crld at Pensacola Sept 5 for Liverpool
Teviot s, left Yokohama — for Lynn
Teviot s, left Suez Sept 25 for U Kingdom
Tifaria, crld at New York Sept 7 for Dublin
Tagus s, left Manilla Aug 9 for Liverpool
 left Port Said Sept 21 for London
Teniers s, left Brisbane Sept 4 for London
Tainui s, left Canterbury, NZ, Sept 20 via Rio Janeiro for London
Titania, left Saffi Sept 12 for Newcastle
Theodor Behrens, crld at Quebec Sept 10 for U Kingdom
Thomas Hilary, left Quebec Sept 1 for Liverpool
 passed Meat Cove Sept 11 for London
Toronto s, left Montreal — for Liverpool
 passed Father Point Oct 5 for London
Thomas Bouston, left Rio Grande Sept 11 for Liverpool
Thanemore s, left Norfolk, VA, Oct 5 for Liverpool
Taroa s, left Brisbane Sept 4 for London
 left Adel Oct 8 for Penang
Thomas Hamlin, left Pisagua July 16 for Queenstown
Thorbecke VI, left Batavia Aug 31 for Chancery
Twilight, left St John, NB, Sept 22 for Iondonderry
Teresa Olivari, crld at Chatham, NB, Sept 20 for Penang

Taunton, left Port Nolloth	Sept 6	for Swansea
Tamar s, left River Plate		for Southampton
left St Vincent, CV, Oct 7		
	U	
Ulrica, left Calcutta	July 13	for London
Urania s, left Kurraebee	Sep. 11	for Liverpool
left Malta Oct 5		
Umtata s, left Natal Oct 3		for London
Undine, left Galveston Sent 26		for Fowey

V	
Vale of Nith, left Pisagua June 14	for Channel
Vizcaya s, left Colon Sept 3	for Liverpool
spoken Porto Rico Sept 18	
Ventura, left San Francisco May 24	for Queenstown
Volonta di Dio, clrd at Rangoon June 29	for Channel
Vesta s, left Calcutta Sept 1	for London
Left Malta Oct 1	
Victory, left Quebec Sept 15	for London
Villalta, left Portland, O —	for U Kingdom
Vega s, left Calcutta Sept 29	for Liverpool
Left Columbo Oct 9	
Valparaiso, left Iquique Sep 3	for London
spoken Sept 21, 10 N, 27 W	
Victorine, left Pacific Coast Sept 17	for Falmouth
Volunteer, left Rio Grande June 28	for Channel
Left Rio Janeiro Aug 25	
Valparaiso, left Nitrate Port Aug 5	for Channel
spoken Sept 21, 11 N, 27 W	
Valparaiso, left Pisagua Sept 3	for Channel
at Valparaiso Oct 3	

W
William Wright, left Mobile Sept 26
Wilcannia s, left Sydney _____
 left Adelaide Oct 9
Wm H Starbuck, left Astoria, Sept 18
Wasdale, cld at San Francisco Sept 28 for Queenstown
Wanlock, left Tuticorin July 7
 passed St. Helena Sept 20
Werklust, cld at Rio Grand Sept 1
Westward Ho, left Iquique Aug 1
Waterloo, left Calcutta Sept 18
Werra, left Java Sept 21
West Lothian, left Bangkok Aug 23
Woolton, left San Francisco July 17
Westgate, left Calcutta July 15
Westland, left Canterbury, NZ, Aug 14
Windhover, left Astoria Aug 3
Wilhelmina, left Rio Janeiro Aug 16
West Glen, left Valparaiso July 24
Wisconsin s, left New York October 2
Westerbotten, left Halifax Sept 19
Woodburn, left Barbadoes Sept 15
Waverley s, left Batavia Aug 23
for Liverpool
for London
for Queenstown
for Queenstown
for Falmouth
for Falmouth
for Falmouth
for Falmouth
for Hull
for Queenstown
for Liverpool
for Liverpool
for Hull
for U Kingdom
for U Kingdom
for Liverpool
for England
for Liverpool
for Liverpool
for Liverpool
for London
for Queenstown

passed Anjern August 25
Windermere, left Rosario Aug 17
Wimmera, left Buenos Ayres Sept 1
Yarkand, left Bassein Sept 18
Yucatan s, left New Orleans Oct 2
Yosemite, left Valparaiso Aug 11
Yarra, Yarra, cld at Chatham, NB, Sept 12
for Appledore
for Cardiff
for Channe
for Liverpool
for Liverpool
for Sheppar

OUTWARD BOUND

The following Ships will Sail :—					
FROM LONDON.					
To.	Ship.	Captain.	Size.	Dock.	
Adelaide	—Torrens	—Angel, B.	1276 LD		
Adelaide	Cochin	Dudney, B.	1209 SWID		
Adelaide	Martin Scott	M'Donald, B.	1388, EID		
Abo, &c—	Capella (s)	Rosqvist, Fin.	504, SCID		
Barbadoes, &c—	Arisaig (s)	Cowan, B.	842, LD		
Barbadoes, &c—	Eldorado (s)	Sampson, B.	864, LD		
Barbadoes—	Candidate	Pullen, B.	583, LD		
Barcelona, &c—	Bilbao (s)	Lundaburn, Sp.	370, MD		
Batoum, &c—	Odessa (s)	Jenkins, B.	820, MD		
Bombay, &c—	Acadia (s)	Andrews, B.	3319 RAD		
Bombay, &c—	Peshawur (s)	Moule, B.	2158, RAD		
Boston—	Milanese (s)	Trinick, B.	1635, VD		
Brisbane	—Blengefild	Irvine, B.	1154, EID		
Brisbane, &c—	Quetta (s)	Wither, B.	2147, RAD		
Brisbane, &c—	Duke of Sutherland (s)	Cox, B.	2031, RAD		
Buenos Ayres—	Runer	Langfeldt, B.	381, WID		
Cadiz &c—	Cadiz (s)	Drummond, B.	900, LD		
Calcutta—	Star of Germany	Reed, B.	1284, EID		
Calcutta, &c—	Brindisi (s)	Alderton, B.	2154, RAD		
Calcutta, &c—	Duke of Buccleuch (s)	Langlois, B.	2024, RAD		RAD
Calcutta, &c—	Rohilla (s)	Haselwood, B.	2259, RAD		
Calcutta, &c—	Rewa (s)	Mann, B.	2623, RAD		
Canterbury—	Halcione, Kelly, B.	843, EID			
Cape Town, &c—	Duart Castle (s)	Harris, B.	1180, EID		
Cette—	Ardanthon (s)	Davey, B.	757, Bktm		
Christiania, &c—	Cameo (s)	Langlands, B.	833, MD		
Cleveland Bay—	Irvine, Boyd, B.	655, EID			
Dantzig—	Blonde (s)	Brettschneider, G.	402, Union Tr		
Demerara—	Arina, Christie, B.	213, LD			
Fiume, &c—	Winestead (s)	Nanscowen, B.	1362, MD		
Fremantle—	Cooleen, Hall, B.	629, LD			
Gothenburg—	Thorsten (s)	Petterson, Sw.	805, MD		
Grenada—	Chocolate Girl	Alexander, B.	343, WID		
Halifax—	Mackay-Bennett (s)	Le Fanu, B.	1013, VD		
Halifax—Ulunda (s)	Roope, B.	1161, VD			
Hobart, &c—	Coptic (s)	Burton, B.	2857, RAD		
Konigsberg, &c—	Lorne (s)	Reed, B.	763		
				Hanover-hole T	
Konigsberg, &c—	Tula (s)	Rasmussen, D.	515, MD		
La Guaybra—	Celia, Drew, B.	32, Northfleet			
Landskrona—	Sophie	Petersen, D.	142, Gibbs' Wf		
Libau—	Tula (s)	Rasmussen, D.	515, MD		
Lyteiton—	Rakata	Banks, B.	1022, SWID		
Melbourne—	Armidia	Johnson, B.	1625, EID		
Melbourne—	Duchalburn	Hunter, B.	1998, EID		
Melbourne—	Winefred	Ellis, B.	1359, EID		
Melbourne—	Emily Chaplin	Harris, B.	733, SWID		
Melbourne—	Cawdor	Jardalla, B.	2355, SWID		
Mauritius—	Barranca	Morgan, B.	653, WID		
Melbourne—	Rialto	Payne, B.	1182, EID		
Montevideo—	J Bergman O : Son	Nyman, Sw.	505		
Marseilles, &c—	Guadalquivir (s)	Sicard, F.	1723, RAD		RV
Melbourne—	Cambrian Monarch	Williams, B.	1306,		RA
Nelson, &c—	Auriga	Stone, B.	518, EID		
New York—	Austria	Dexter, B.	1868, Chritn Bys		
New York—	Canada (s)	Robinson, B.	2709 RAD		
New York—	Greece (s)	Jeffrey, B.	2712, RAD		
New York—	Lydian Monarch (s)	Huggett, B.	2595, MD		
Newcastle (NSW)—	Star of Denmark	Williams, B.	990		EID

SEAFARING.

To.	Ship.	Captain.	Dock.	Size.
Norr kopin	Nora (s), Khrong, D	377, SCD		
Otago	Taranaki, Gordon, B	1120, EID		
Otago, &c	Rimutaka (s), Turpin, B	2885, RAD		
Odessa, &c	Whitley (s), Smith, B	730, VD		
Port Natal	Vingolf, Aanensen, N	393, LD		
Port Natal	Inland (s), Stuart, B	1129, LD		
Port Natal	Kungsbyrd, Terjesen, N	267, StKD		
Port Natal	Assyrian (s), Bentley, B	2608, MD		
Quebec, &c	Lady Cairns, Morrissey, B	1285, LD		
San Diego	San Francisco—Lodestar, Nowlan, B	1899, LD		
San Francisco	Petersburg—Dwina (s), Tunc, B	816, MD		
St. Petersburg	St. Petersburg—Victor (s), Gates, B	3167, RAD		
Sydney, &c	Victoria (s), Gates, B	1708		
San Francisco	Cumberland, Jones, B	1708		
	St. Clement's Reach			
San Francisco	Lodestar, Newlan, R	1630, LD		
Shanghai, &c	Glenruin (s), Norman, B	1936, WID		
Singapore, &c	Exe (s), Clark, B	1263, VD		
Stettin	Libau (s), Nicolai, G	458, MD		
Stockholm, &c	Presto (s), Abenius, Sw	805, MD		
Sydney	Cypromene, Robertson, B	1834, VD		
Sydney	Eusmere, Windermer, B	2651, SWID		
Sydney	Lord Canning, Stevenson, B	1485, EID		
Sydney	Trowbridge, Thomson, B	1287, SWID		
Sydney, &c	Cuzo (s), Dixon, B	2519, TD		
Sydney, &c	Gulf of Guinea (s), Allan, R	1540, RVD		
Sydney, &c	Duke of Athole, Brown, B	984, EID		
Sydney, &c	Massilia (s), Shallard, B	2757, RAD		
Sydney, &c	Norkoowa (s), Jacobsen, B	1074, EID		
Sydney, &c	Orient (s), Bidler, B	3259, TD		
Sydney, &c	Port Victor (s), Bird, B	1523, TD		
Townsville	Marii Codola, Perriam, B	382, WID		
Trinidad	Valhalla, Larsen, N	266, WID		
Valparaiso	Explorer, Carreiro, B	750, WID		
Wellington	Euterpe, Bowring, B	1197, EID		

FROM LIVERPOOL.

Adelaide	Aikshaw, 578, Humphreys, Wpd
Adelaide	Anna, 1099, Pieper, BD
Africa (WC)	Benguela (s), 1199, Jolly, CobD
Africa (WC)	Teneriffe (s), 1164, Porter, CobD
Alexandria, &c	Arcadia (s), 1221, Dobson, Weld
Alexandria, &c	Thebes (s), (1696), Duffy, HknD
Astoria, &c	Samoa, 1109, Jenks, SD
Astoria, &c	Gartmore, 1035, Ritchie, SD
Bahia	Eos, 390, Pettersen, GD
Bahia, &c	Ptolemy (s), 891, Ledward, Std
Baltimore	Oranmore (s), 2215, Jones, Alxd
Barbadoes, &c	William Cliff (s), 2209, Winder, Alxd
Bilbao	Donata (s), 523, Aguirre, CobD
Brisbane	Lobo, 529, Sambrook, SD
Buenos Ayres	Arcadia, 787, M'Gonagle, Gtn D
Buenos Ayres	Lope de Vega (s), 548, Soto, QD
Bombay	Clan Graham (s), 1911, Alexander, MphD
Bombay, &c	Armenia (s), 2218, Garrick, Alxd
Boston	Bulgarian (s), 2031, Leask, Alxd
Boston	Catalonia (s), 3093, Atkin, Alxd
Boston	Kansas (s), 3455, Gieg, Alxd
Boston	Pavonia (s), 3489, M'Kay, Alxd
Brindisi	Trojan (s), 1070, Brown, WD
Buenos Ayres	Asta, 511, Gundersen, CanD
Calcutta	City of Agra (s), 2133, Gordon, MphD
Callao	Africa, 480, Richards, BkdD
Capetown	Clan Cameron (s), 1585, Silbery, MphD
Constantinople	Gulf of Mexico (s), 1228, M'Nay, HknD
Coronel, &c	Gulf of Mexico (s), 2059, Pepper, Alxd
Demerara	Diligentia, 550, Uffen, GtnD
Faroe Islands	Nordstjernen, 105, Lober, KD
Fiume, &c	Aleppo (s), 1333, Ferguson, HknD
Galveston	Charington, 1187, Dawson, B-MD
Gothenburg	Bifrost (s), 561, Von Below, Alxd
Guayaquil	Asia, 380, Haack, PD
Havana, &c	Gaditano (s), 1710, Goicoechea, LtnD
Havana, &c	Elvira (s), 667, Aspurn, HknD
Huelva, &c	Zurbaran (s), 562, Goirl, QD
Ibrael	Aga Sofia (s), 1694, Cruickshanks, Weld
Ibrael, &c	Arranmore (s), 595, Harvey, Weld
Ibrael, &c	Barnesmore (s), 981, Parry, Weld
Iceland	Louis, 113, Andersen, KD
Iquique	Serena, 501, Fox, GtnD
Iquique	Warwickshire, 047, Mallinson, SD
Kingston (Jam)	Roma, 638, Oppenheim, PD
Kolding	Livingstone, 226, Wentzel, PD
Lima	Cordella, 598, Owen, SD
Lisbon	Alfonso (s), 885, Hutchison, GtnD
Lisbon	Castilian (s), 397, Gilbert, HknD
Malta, &c	Lesbian (s), 1020, Prior, HknD
Mazatlan	Helene, 372, Ufken, PD
Middlefahrt	Sofie, 148, Hansen, QD
Montevideo	Royal Visitor, 1167, Dahl, CanD
Montevideo	Greenock, 1224, Johnson, CanD
Montevideo	Bellenden (s), 1770, Fraser, WD
Maranham	Braganza (s), 754, Hendy, BD
Mazatlan	Oceanie, 675, Le Maitre, PD
Melbourne	Nikaria, 1083, Long CanD
Melbourne	Scottish Isles, 1997, Carew, RD
Melbourne	W H Corsair, 1410, Brown, Hard
Mobile	Caloric (s), 1138, Ransom, GtnD
Montevideo	Henry, 1062, Amundsen, HknD
Montevideo	Croma (s), 2064, Lord, B-MD
Mossamedes	Ibo (s), 1046, Tavares, BD
New York	Arizona (s), 2657, Brooks, Alxd
New York	City of Berlin (s), 3301, Land, Alxd
New York	Etruria (s), 3390, Cook, Alxd
New York	Italy (s), 2624, Pearce, Alxd
New York	Bernadotte, 1427, Torstensen, CanD
New York	City of Richmond (s), 2687, Redford, Alxd
New Orleans	Atlas (s), 1552, Dawson, HknD
New York	Artemis, 564, Moe, CanD
Newcastle (NSW)	Anglo-Norman, 882, Hayton, StD
Norfolk (Va)	Saint Dunstan (s), 1451, Ogilvie, HarD
Odessa, &c	Flaminian (s), 1391, Alexander, HknD
Palermo	Vito (s), 851, Trinick, Weld
Para	Vestfold, 500, Eliason, GtnD
Para	La Manfrance (s), 1070, Jackson, BD
Philadelphia	Bengor Head (s), 1602, Brady, HknD
Philadelphia	Lord Gough (s), 2370, Hughes, LtnD
Quebec	Lake Huron (s), 2644, Tranmar, Alxd
Quebec	Sarmatian (s), 2159, Richardson, Alxd
Quebec	Vancouver (s), 3388, Lindall, Alxd
Reykjavik	Margrethe, 71, Brandt, KD
Riga	Humber (s), 384, Hayes, GtnD
Rosario	Assunta F, 446, Ferrigni, GtnD
Rio Janeiro	Sirius (s), 1416, Stapledon, HbyD
Rio Janeiro	Struan, 1473, Scott, HcmD
San Francisco	Flinthaire, 1226, Pierce, WD
San Francisco	Galate, 2270, Cummings, D
Shanghai, &c	Anchises (s), 1304, Lapage, BkdD
Sydney	Astoria, 1428, Moignard, WD
St Thomas	Texas (s), 213, King, Weld

To.	Ship.	Siza.	Captain.
Santander, &c	Nina (s), 534, Gartiez, CobD		
Shanghai, &c	Sarpedon (s), 1591, Chimes, BkdD		
Shanghai, &c	Ulysses (s), 1520, Beyer, BkdD		
Svendborg	Condore, 195, Nielsen, KD		
Svendborg	Dannebrog, 194, Nielsen, KD		
Tarragona	Sofia (s), 479, Anzorandi, BD		
Tarragona	Francoli (s), 788, Iodogya, CobD		
Valparaiso	Elizabeth Ostle, 739, Rennie, BkdD		
Valparaiso	Lurie, 803, Hetherington, CngD		
Valparaiso	Galicia (s), 2318, Adey, MphD		
Wilmington	Jacob Arendt, 438, Mesterman, CamD		

FROM GLASGOW.

Astoria, &c	City of Canton, 909, Carnochan
Barcelona	Navarra (s), 679, —
Bombay	Falls of Inversnail, 1760, —
Bombay, &c	Etolia (s), 2056, — Bruce
Brisbane	Baftshire, 899, Swinton
Fiume, &c	Stefanie (s), 843, —
Havana, &c	Ardangorm (s), 1043
Huelva, &c	Iberia (s), 675, Corning
Mauritius	Nor'Wester, 1133, Youlden
Melbourne	Norfolk Island, 1300, —
Melbourne	Earl Rosebery, 1120, Hampton
Melbourne	Cloncaird, 1300, Murdoch
Melbourne	Victoria Bay 1118, Scott
Montreal	Colina (s), 1297, Jennings
Oporto	City of Malaga (s), 678, Gough
Otago	Hudson, 797, —
Singapore, &c	Ching Wo (s), 2400, —
Syra, &c	Kedra (s), 1215, Fenwick
Sydney	Pitcairn Island, 1300, Cunwell
Sydney	Port Carlisle, 1300, — Aitken
Sydney	Fifeshire, 1318, Craig
San Francisco	Ardmilian, 1729, Mitchell
San Francisco, &c	Evelyn, 1179, —
St John's (NB)	Ella Moore, 391, Buyers
Valparaiso	Grace Gibson, 540, Lloyd

FROM CARDIFF.

Bahia	Tordenskjold, 556, Jensen
Buenos Ayres	Clara, 614, Changlen
Buenos Ayres	J H M'Laren, 764, Wyman
Barcelona	Amazona (s), 448, —
Barcelona	River Clyde (s), 614, Addison
Bombay	Idar (s), 2595, M'Dougall
Brindisi	Midas (s), 1311, Howes
Buenos Ayres	Birgitte, 752, Johansen
Buenos Ayres	Oakdale (s), 897, Kirkwood
Buenos Ayres	Recco, 756, Gotuzzo
Buenos Ayres	Rome, 548, Shangard
Cape Town	Alabama, 235, Pellerano
Cape Town	Sigrid, 1183, Gregersen
Coquimbo	Oakhurst, 1092, Richards
Coquimbo	Ravenscrag, 1263, Howell
Cagliari	Camilla (s), 721, —
Cape Verds	Dora (s), 1558, Mill
Constantinople	Austin Friars (s), 829
Constantinople	Nellie (s), 919, Gray
Constantinople	S W Kelly (703), —
Constantinople	Galatz—Aberdeen (s), 876
Corunna	Clara (s), 177, —
Fort de France	Leda, 533, Budevich
Galatz	Irbail—Kirtle (s), 942, —
Genoa	Harbinger (s), 1200, Dover
Genoa	St Donata (s), 1019, —
Tucker, Harrison	Tucker, 570, —
Genoa	Shrigati, 652, Schlaefino
Huelva	Cumberland Lassie, 208, Thomas
Havana, &c	Hermes, 1183, Gremm
Havana, &c	Orion (s), 1184, Jacobson
Huelva	Egmont (s), 894, Grimwade
Huelva	Hectanooga, 1066, Cann
Huelva	Capri (s), 763, Bohn
Iquique	Minnie Browne, 222, Williams
Lisbon	Ebro (s), 715, Kipper
Madeira	Miranda, 156, Thomas
Marseilles	Flambe (s), 1449, —
Marseilles	Hatfield (s), 1104, —
Messina	Morglay (s), 974, Hooper
Montevideo	Maria Parodi, 761, Benvenuto
Montevideo	Rodrigo, 515, Nilssen
Montevideo	Royal Visitor, 1167, Dahl
Montevideo	Seringa, 1128, Waaler
Montevideo	Sindoro, 813, Abel C Schreeter
Montevideo	Gettysburg, 1024, Stewart
Montevideo	Portichol (s), 83, Menzies
Montevideo	Parramatta, 1401, Hegeader
Naples	Monkshaven (s), 962, —
Palma (Maj)	Galileo, 221, Neyra A de Torres
Paramaribo	Elizabeth Winslow, 374, —
Pernambuco	Fritchof, 441, Johnson, —
Port Said	Carina (s), 1088, Blackburn
Port Said	Ingram (s), 1121, — Foster
Port Said	Red Jacket (s), 1499, Care
Pernambuco	Mizpah, 406, Olsen
Port Said	Germany (s), 1964, Thomas
Rio Janeiro	Bruce, 1064, M'Kay, Barnes
Rosario	Erainia V, 548, Santagata
Rosario	Kapresso, 430, Roncillo
Rangoon	Morna, 1437, Goodwin
Rio Janeiro	Catherine, 316, Reeve
Rosario	Nova Manilla, 491, Vassallo
Santos	Albion, 604, Hansen
San Francisco	Centaur, 2599, Isbester
Santos	Odin, 510, Altan
Sierra Leone	Douglas, 168, Seidler
Sta Catharina	Bessie Dodd, 159, Jago
Spezia or Genoa	Marie Parodi, 761, Garibaldi
Teneriffe	Serapis (s), 1270, Dobson
Tucacas	Broughton, 570, Curtis
Treeby	Inchboro (s), 1498, —
Valparaiso	Chepico, 1024, Hughes
Valparaiso	General Nott, 732, James

FROM HULL.

Abo, &c	601, Jacobsen
Ahus	Anna, 243, Pettersen
Ahus	Augusta, 197, Elversen
Ahus	Framatyr, 185, Danielsson
Ahus	Kompanus, 114, Larsson
Ahus	Marten, 175, Carlson
Arendal	August, 396, Buch
Carlskrona	Rander, 268, Haraldsen
Carlskrona	Orchid, 227, Dennis
Calmar	Martin Luther, 327, Nilsson
Carlskrona	Randers, 268, Haraldsen
Christiania	Walhalla, 275, Johnsen

FROM HARTLEPOOL (WEST).

To.	Ship.	Size.	Captain.
Christiansia, &c	Rollo (s), 1056, Pepper		
Cronstadt	Suomi, 369, Kurkki		
Cronstadt	Godfrey (s),		

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Neckties	3d. 6d. 9d. 1/- 1/6	Leather Jackets	20/- 21/- 22/-	Tins, per set	1/- 1/6	
Monkey Jackets	15/- 21/- 25/- 30/-	Overcoats	18/6 21/- 26/-	30/- 35/- 40/-	Soap, per bar	6d. 9d. 1/-
Trousers	2/- 2/6 3/- 4/- 5/- 6/- 7/6	Mufflers	1/- 1/6 2/- 2/6	Knives	6d. 9d. 1/- 1/6	
Jumpers	1/6 2/6 3/- 3/6	Do. Silk	1/11 2/11 3/6 4/6	Chests	8/6 10/6 12/6	
Socks	6d. 7d. 1/- 1/6	Oil Suits	8/6 10/6 12/6	Accordeons	3/6 6/6 9/6 12/6	
Braces	9d. 1/- 1/6	Long Oil Coats	8/- 12/- 15/- 20/-	Watches	12/- 20/- 30/- 35/- 40/- 50/- 60/- 70/-	
		Sea Boots	16/- 21/- 28/-						

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DON'T LISTEN to People who would entice you to go elsewhere, but

GO STRAIGHT TO THE SAILORS' HOME, CANNING PLACE, LIVERPOOL.

IMPORTANT TO SEAMEN. ENGAGEMENT OF CREWS.

“THE SAILORS' HOME,”

Well Street and Dock Street, London Docks, E.

SPECIALLY LICENSED BY THE BOARD OF TRADE

To supply or provide Seamen and Apprentices to be entered on board Merchant Ships.

Shipowners, Brokers, or Captains requiring Seamen should apply at the above address, where men are always in readiness for immediate engagement, or they can be sent on board for selection. When the Ship is ready to sail the men so engaged will be duly seen on board with their effects.

No Fee or Gratuities of any kind are allowed to be given or taken.

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